

Public Access to the Maine Coast

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**PUBLIC ACCESS TO THE
MAINE COAST**

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EXECUTIVE SUMMARY

Public access briefly defined, is people reaching the shoreline. It means different things to different people: a boat ramp for a sailor, a parking lot and sand beach for a sand castle builder, a pathway to mud flats for a clammer or wormer. Maine has only 6.4% of its coastal area in public conservation ownership*, yet the coast is a focus for the marine resource industries, recreation, and tourism.

For the past ten years, concern has been growing that not enough avenues to reach Maine's coastal shorelands remain. The changing pattern of shoreland ownership and use has closed off many traditional accessways. Maine's recent efforts to purchase and develop accessways have not kept pace with the growth of year-round and summertime populations, and thus greater pressure is placed on existing accessways.

To find out who is having trouble getting to the shore and the kinds of problems they are encountering, over two thousand State residents were surveyed in 1982 to determine their experiences concerning coastal access. Half of those contacted, including recreationists, municipal officials, and commercial fishermen, responded and this report presents and analyzes those results.

A major finding of this report is that the provision of major public facilities and areas, such as public beaches and boat launches, has kept better pace with the growing demand for public access than the availability of access ways for people who use the shoreland in a more dispersed way, such as for clamming, worming, and waterfowl hunting.

According to the survey, access over private land, such as pathways to the shore traditionally used by local people, has significantly decreased. Respondents identified increased posting and new landowners as the major causes of the change. The gradually decreasing size of land holdings also plays a role.

Clammers and wormers reported the most conflicts with private landowners. Many who have used pathways for generations are now being denied access to mud flats, especially in Hancock and Cumberland Counties. Waterfowl hunters are also finding access more difficult.

* SPO working paper on Open Space 1984

The majority of respondents believe that government should establish more rights-of-way to the coast. All said that existing facilities have inadequate parking. Overcrowding of beaches was frequently cited as a problem, especially at the most popular State facilities.

The nature and intensity of problems vary by region. Problems are most acute in areas that are experiencing increased recreational and tourism pressures. In southern Maine, where crowded beaches and parking problems abound, the access issue involves finding ways to better manage people, their cars, refuse, impacts on sensitive beach vegetation, and in harbors, their boats. Conflicts are developing in those areas that support a viable fishing industry, as recreational boaters and commercial fishermen compete for the same facilities.

As the Maine coast becomes more intensively developed and the number of people seeking the shore grows, the need for publicly-owned accessways will increase. Without strong State policies and funding for public access, the recreational experiences of Mainers is in jeopardy. So, too, are the economic livelihoods of those who must reach the mud flats, compete for harbor space, or depend on tourism.

INTRODUCTION

The coast is one of Maine's most precious resources. It has hosted Indians and explorers, supported generations of fishermen, and now attracts millions of visitors to our State. Half of Maine's population lives in towns bordering tidal waters. Coastal development has accelerated in recent decades, changing the character of the coastal area and signalling a shift in traditional understandings for access in the midst of increased demand.

The State Planning Office surveyed over two thousand Maine residents sending a different questionnaire to each of six user groups and municipal officials in coastal communities. The six user groups were chosen after considering the primary coastal activities on the water's edge. Table 1 summarizes the user groups surveyed, the source of names, and the basis for sample selection.

Approximately 2500 questionnaires were distributed throughout the State with a forty percent response rate overall. Responses were analyzed through the Statistical Analysis System (SAS) package. When statistically valid, responses were compared by county, or inland vs. coastal residents.

This report focuses on the problems and perceptions of getting to Maine's shore. The first section of the report describes the user groups and their responses to the survey. The survey of municipal officials is then discussed. The third section examines the geographic variation of the survey responses along Maine's coast and summarizes the implications.

Because there are no means to record addresses and reach seasonal residents and tourists, they were not surveyed except for a few recreational boaters. Their needs for coastal access are substantial because tourism is concentrated in coastal areas. Bureau of Parks and Recreation surveys of coastal state park users found that nineteen to sixty six percent of the visitors were from out-of state (BPR, 1977 and 1982).

While the survey methods were not rigorous and the amount of information gleaned from them limited, this study is important because it does document a loss of public access and highlights both user groups and areas where this loss is occurring.

Table 1
SAMPLE SELECTION

User Group Surveyed	Source of Names	Basis for Sample Selection	<u>Questionnaires</u>		Response Rate
			No. Sent	No. Returned	
Beach Goers	State Motor Vehicle License list	500 names at random throughout the state	500	169	34%
Recreational Boaters	Boat Registration list IF&W Coastal Marina Owners	Random, every seventh name	600	306	51%
Surfcasters	Club membership lists	contacted each club member	40	32	80%
Waterfowl Hunters	Duck Stamp Purchasers from USF&W list	Random computer selection of 400 names	400	159	40%
Town Officials	ME Municipal Association	Planning Board & Cons. Commission Chairmen, Recreation Directors, Town Planners in each coastal town	approx. 113 300		approx. 30%
Clammers & Wormers	License records, Dept. of Marine Resources	Random, every seventh name	225	121	54%
Commercial Fishermen	License records, Dept. of Marine Resources	Random, every seventh name	264	180	68%
TOTAL			2329	1080	46%

USER GROUPS

Beach-Goers

Beaches are uncommon along the coast of Maine; there are only seventy four miles of beach in over 3500 miles of coastline. As shown in Table 2, just over twenty seven percent of Maine beaches are in public ownership. In Maine, a day at the beach can include swimming, picnicking, windsurfing, walking, sunbathing, bird-watching or fishing.

Table 2
ESTIMATES OF COASTAL SAND BEACH OWNERSHIP IN MAINE

<u>Jurisdiction</u>	<u>Feet</u>	<u>% of Beach</u>
Federal beaches	9,051	2
State beaches	42,446	10
Local beaches	64,197	15
Private beaches	<u>307,762</u>	<u>73</u>
Total	423,456	100

(adapted from St. Pierre, 1978 and MAPP, 1983)

Five hundred questionnaires were sent to Maine residents randomly selected from the motor vehicle license list. The questionnaire was designed to survey those who were interested in coastal recreation although everyone was encouraged to return the questionnaire. One hundred sixty nine questionnaires were returned (42%). Of these, seventy seven percent, or one hundred thirty, were interested in coastal recreation and completed the survey.

As shown in Table 3, forty percent of those polled have had problems getting to or using their favorite beach. Lack of parking was the most commonly cited access problem. Inland respondents have less trouble with access to beaches, possibly because they frequent larger and more well-known beaches than coastal residents.

Table 3
SURVEY COMPARISON BETWEEN INLAND & COASTAL RESIDENTS
(in percentages)

Residence	Enjoy coastal recreation	Have access problems	Need more public rights-of-way	More difficult than in past
Coastal Towns*	78	43	82	44
Inland towns	81	36	77	38

* Includes those towns effected by the ebb and flow of the tides as shown in Figure 1.

Figure 1.
MAINE'S COASTAL AREA

Eighty percent of the beach-goers felt that government should obtain more rights-of-way to the water. Respondents from inland areas felt as strongly as coastal residents. Coastal residents also found it more difficult to get to beaches than in the past, citing increased posting and new landowners not allowing the public to use their land. Many feel it is a growing problem.

Table 4 presents data on access and overcrowding problems broken down by the beach-goer's favorite beach. Popham and Old Orchard Beach are the most difficult to get to and use in a beach-goer's opinion, while Popham and Reid are the most frequently congested. Only five percent of those surveyed have had conflicts with other people on the beach.

Table 4
RESPONSES BROKEN DOWN BY FAVORITE BEACH

Beach	% of Respondents	Problems getting to or using a favorite beach	Overcrowding**
Reid	13	38%	69%
Popham	12	57%	74%
Old Orchard	8	47%	67%
Crescent*	4	25%	0%
Other	<u>63</u>	<u>42%</u>	<u>55%</u>
Survey Total	100%	40%	56%

* Sample size too small for reliable data

** Overall survey response to this question was that seven percent of the respondents felt their favorite beach area was continually over-crowded, thirty one percent felt it was often over-crowded, and eighteen percent felt it was overcrowded only on occasion.

Forty one percent of the respondents found it more difficult to reach beaches than it was in the past. When asked to cite why access was more of a problem the percentages broke down as follows (respondents could check more than one so percentages do not total 100):

- 58% Increased posting,
- 49 New landowners not allowing the public to use their land
- 36 Subdivisions and commercial developments,
- 24 Longtime landowners changing their minds about the public using their land, and
- 16 Other (parking, traffic, overcrowding).

Private Beach Users

A separate portion of the survey queried users of private beaches to determine what type of land they crossed to get there, how long it had been crossed and whether there had been any confrontations or agreements with owners of land that is crossed to get to the beach. Eighty respondents (62%) use private beaches. Their answers are as follows:

	<u>often</u>	<u>sometimes</u>	<u>never</u>	<u>don't know</u>
Cross public land	27%	29%	19%	24%
Cross private land	18	29	33	20

Sixty two percent of the people who cross private land do not have an agreement with the landowner although the landowner does not stop them. Fifteen percent claim the landowner does not know they cross and twenty one percent have had the landowner try to stop them. Only twenty six percent of the people who cross private land have formal agreements with the landowner.

Recreational Boating

Recreational boating in Maine has increased tremendously in the past decade. There were 119,038 boats registered in Maine in 1985, an over twenty percent increase since 1974. Ninety five percent of these boats are used for recreation and forty percent of the boats registered in Maine are used on the ocean. (These figures do not include nonmotorized boats or those registered in other states.)

Recreational boaters need a boat launch, dock space, harbor space and/or moorings. In many larger harbors, these boaters compete with commercial fishermen for the same facilities.

To contact recreational boaters, every seventh person from the Department of Inland Fisheries & Wildlife Boat Registration list was sent a questionnaire. Six hundred questionnaires were distributed; three hundred and six were returned (51%). Coastal boaters were separated from those who boat only in fresh water. One hundred and seventy responses were used to generate the data. This portion of the survey did reach out-of-staters with boats registered in Maine because their data could not be factored out. The number of respondents from each county is given in Table 5. Eight percent of the data is from recreational boaters that reside in inland counties.

Many respondents owned more than one boat, broken down by percentages they are:

26%	canoe
29	sailboat
63	power boat
23	fishing or lobster boat

Twenty percent owned boats greater than twenty five feet long.

Most of those polled launch their boat in southern to mid-coastal Maine. The majority launch their boat from a municipal boat facility (47%). Private marinas and landings are used by thirty eight percent; unpaved, informal facilities on private property are used by nineteen percent, and eleven percent use State-owned boat facilities. Only one percent of the respondents used federal boat facilities.

TABLE 5

RECREATIONAL BOATING SURVEY BY COUNTY

County	# of Respondents	%	Public access sites are inad- quate	Experience conflicts in harbor	Need more right- of-ways	Access more difficult than in the past
York*	18	10	47%	57%	75%	40%
Cumberland	42	24	42	33	61	41
Sagadahoc	16	9	50	29	69	68
Lincoln	26	15	33	26	77	50
Knox	19	11	59	27	53	35
Waldo	6	3	25	40	33	25
Hancock	21	12	50	35	47	37
Washington	8	5	56	20	71	63
Inland	14	8	25	0	100	58
Total	170	100	45%	32%	64%	46%

(Respondents could check more than one facility so the percentages total more than one hundred.)

* That percentage of respondents within the county from towns in the coastal zone (see figure 1); inland towns are in a separate category.

Forty-five percent of those polled feel that existing boat launches do not meet their needs. Inadequate parking was the most common problem along with sites that are unusable throughout the full tide cycle. Waldo and Lincoln Counties appear to meet the needs of their residents better than other coastal regions. Trouble spots mentioned by those surveyed were Kittery, Falmouth, Bath, Sorrento, Jonesport, and especially Round Pond in Bristol.

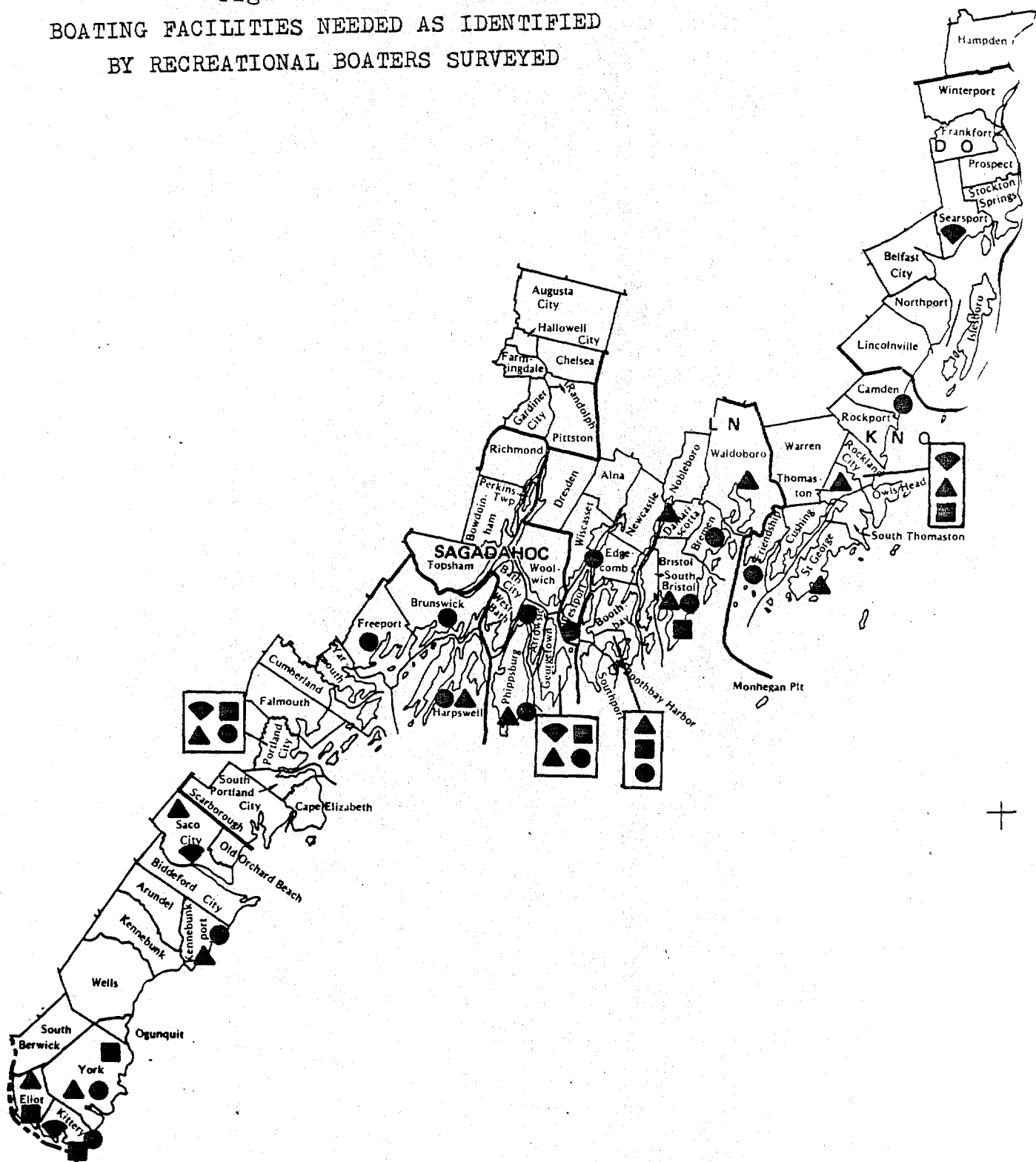
A strong majority of boaters (64%) feel that government should establish more public rights-of-way to the water. As presented in Table 5 this was a unanimous concern for boaters from inland areas.

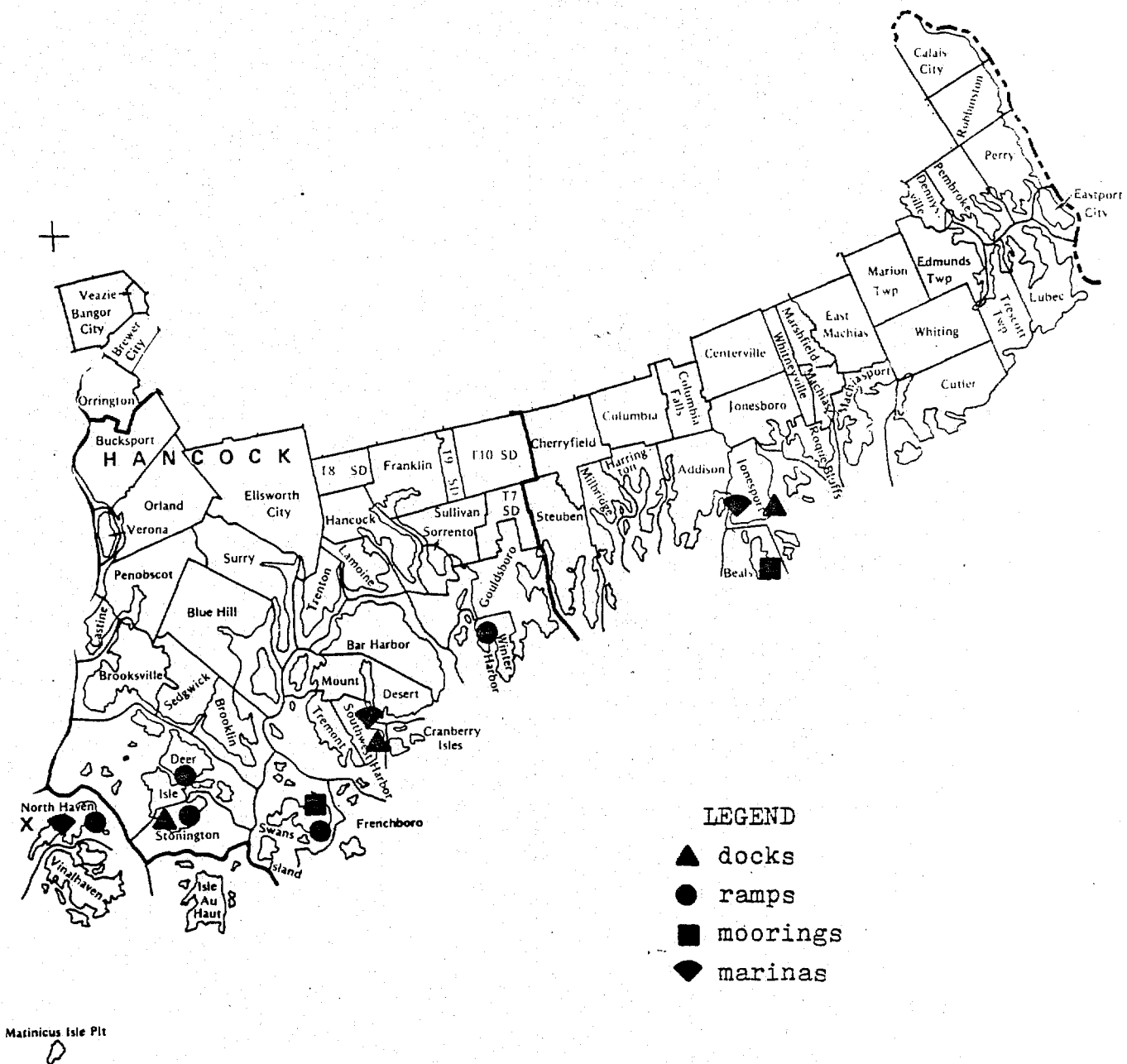
Since 1977, the Bureau of Parks and Recreation has assisted in establishing 44 coastal boat launches, yet forty-five percent of the respondents felt that getting to boat launching areas is more difficult than in the past. This is particularly true for residents in Sagadahoc and Washington Counties and from inland regions. The most common explanation cited by respondents was landowners not allowing the public to use their land and longtime owners changing their minds about the public use of their land for launching.

Figure 2 identifies areas that according to boaters need more boat launches. Lincoln, Sagadahoc and Cumberland Counties are most in need of facilities according to recreational boaters. The needs identified by boaters did not always coincide with the areas identified by town officials.

Coastal boating has increased significantly in the past decade with a concurrent rise in demand for facilities. Conkling et al. (1984) monitored recreational boat use of islands in Penobscot Bay from 1979 to 1983. In 1982 and 1983, the percentage of boats observed moored near islands during random sitings nearly doubled compared to previous years, from 32% to 58%.

Figure 2.
BOATING FACILITIES NEEDED AS IDENTIFIED
BY RECREATIONAL BOATERS SURVEYED





Waterfowl Hunters

Waterfowl hunters along the coast of Maine have broader requirements than other user groups contacted in this survey in that they are not as tied to specific launching or beach areas. Since the hunting season is in the fall, hunters avoid many other recreationists and conflicts with summer residents. In 1984, there were 26,280 duck stamps sold in Maine. Because there is a collector's market for duck stamps not all of these stamps were bought by hunters. The actual number may be between 20,000 and 25,000.

Hunters were contacted through sales records of duck stamps kept by the Migratory Bird Division of the U.S. Fish & Wildlife Service. Four hundred questionnaires were sent from a random selection and one hundred and fifty nine were returned (40%) (see appendix for data). Data were compiled by the areas that hunters used.

As Table 6 indicates, hunters use the entire Maine coast but concentrate in the region from Casco Bay to South Bristol. Ninety two percent of those polled cross private land to reach their hunting spots yet only nine percent have been stopped by landowners. Sixty percent of the land they use for hunting has been crossed for at least three generations.

Seventy-six percent of the respondents feel it is more difficult now to get to hunting areas than in the past especially the southern coast from Kittery to South Portland and the area around Frenchman's Bay. Hunters identified new landowners not allowing the public to use their land and increased posting as the most significant factors for this change. Eighty-two percent of those polled feel this is a continuing or growing trend.

Thirty-eight percent of those surveyed feel they are unable to get to areas of the Maine coast where they would like to hunt. The area from Blue Hill to Beals as shown in Table 6 is especially problematic. Hunters overwhelmingly felt that government should obtain more public rights-of-way (88%).

TABLE 6
WATERFOWL HUNTERS RESPONSES BY AREA IN WHICH THEY HUNT
(in percentages)

Area	% that hunt this area	More difficult than in the past	Unable to reach areas	Continuing Problem	Need more rights of way	
Kittery to Kennebunkport	16	96	18	91	90	
Kennebunkport to South Portland	17	92	25	96	96	
Casco Bay	27	79	47	76	89	
Merrymeeting Bay	39	80	40	84	88	
Phippsburg to S. Bristol	20	79	43	82	88	
Muscongus Bay	10	86	36	93	92	
E. Penobscot Bay	13	71	44	78	89	
W. Penobscot Bay	16	68	36	73	86	
Blue Hill and Jericho Bays	6	56	56	56	80	
Frenchman Bay	10	93	62	93	93	
Prospect Harbor to Beals	7	70	50	70	89	
Jonesport to Cutler	7	60	10	60	100	
Cutler to Lubec	-	-	-	-	-	
Cobscook and Passamaquoddy Bays	2**	100	67	100	100	
Overall Response	152*	NA	76%	38%	82%	88%

* Number is greater than respondents, since hunters could check more than one area.

** Number of respondents not enough to generate significant data.

Surfcasters

Forty two members from several surfcasting clubs in southern Maine were contacted and seventy six percent returned questionnaires. The respondents resided from Machias to York, although most were from southern Maine. Although the data is sparse, their concerns were consistent. (Responses were not broken down geographically.) Town officials contacted as part of this survey also were questioned about surfcasting areas and those findings are mentioned later in this report.

Surfcasters fish on open sandy beaches generally between the hours of 7 p.m. and 7 a.m. except when the bluefish are running. They require access to the shore and usually parking facilities but because of their hours, they do not compete for resources and facilities with many other user groups.

Fifty percent of the respondents have had problems getting to beaches where they like to fish mostly because of inadequate parking facilities and fences constructed by private landowners on traditionally used paths. Since most surfcasting is done at night, state parks which close at sundown provide no access. Reid State Park is open until 2 am for fishermen.

Seventy percent of those polled cross private land to reach their usual fishing spots. About one-third have had landowners try to stop them while one third had formal agreements with landowners. Seventy eight percent claim that the land they cross has been crossed for at least three generations.

Seventy six percent of those surveyed felt it is more difficult now to reach surfcasting areas than in the past. New landowners not allowing the public to use their land and increased posting were cited by surfcasters for this change. Eighty one percent felt that government should establish more rights-of-way to the shore.

Clammers and Wormers

Mudflats cover over 49,000 acres along the Maine Coast and are harvested for soft-shell clams, quohogs, and marine worms. Clams are the State's third largest fishery responsible for over \$6.5 million in 1982. Sandworms and bloodworms, found in mudflats above the low water mark, are favored bait used by salt water fishermen. Because of high demand, the bait worm fishery is the fourth most valuable fishery in Maine after lobster, finfish and clams. Marine worm harvesting is concentrated in Lincoln, Hancock and Washington Counties.

Clammers and wormers must have a way of getting to the flat muddy areas of the coast that emerge during low tide. While these mudflats are found throughout the coast they are concentrated in Washington and Hancock Counties and have been harvested for generations. In addition to getting to these mudflats, clammers and wormers usually need a vehicle to transport their bulky harvest. Driving a car, truck, or boat close to clam flats is essential, so a road, path, or boat launch as well as parking is needed. Most clam flats can be reached by boat, although this increases a clammer's or wormer's harvesting costs.

To contact these user groups, every seventh clammer and wormer from the license records of the Department of Marine Resources was sent a questionnaire. Of the two hundred and fifty five clammers and wormers contacted, one hundred and twenty one (47%) responded from sixty four Maine towns.

The survey reached a cross section of clammers and wormers whose harvesting either contributed less than ten percent (31% of the respondents) to more than half (42%) of their annual income. Thirty nine percent of the respondents clam or worm for three months or less and forty percent clam for six months or more. Digging is concentrated in Washington and Hancock Counties, whereas only one response was generated in York County (less than 1%).

Clammers and wormers claim that three quarters of the accessways they use to get to their flats have been used at least three generations, yet sixty percent of those surveyed have had recent problems getting to these areas. Their problems vary from crossing private property, irate summer people, shoreline development, insufficient or crowded boat launches and lack of parking.

Eighty seven percent of the respondents cross private land to reach clamflats. Although most of those who cross private land have informal agreements with the landowner, thirty four percent have had a landowner try to stop them. Many respondents

complain they have been told to leave the flats by upland owners. Several have had their cars towed and roadways chained or blocked; one clammer was threatened with a shotgun. It is no coincidence that as a group, clammers and wormers were the most affected group contacted in this study. They have been hardest hit by the loss of access. Although their pathways have been used for generations, for the most part they are not legally established and documented rights-of-way.

Most clammers and wormers (68%) felt that access is more of a problem now than in the past and attribute this change to new landowners and increased posting. Eighty three percent of those polled felt that more public rights-of-way are needed. Many of those that did not feel more are needed owned access to their digging flats.

Table 7 shows down clammers and wormers perceptions of access by county. (Note that York, Sagadahoc and Waldo Counties had too few respondents to generate meaningful data).

As shown in the data above, clam and marine worm harvesters are definitely loosing access to their digging flats. In Washington County, land use pressures and ownership turnover do not seem as intense. The problem may be worse than these figures suggest because several of those surveyed claimed that they were not having access problems now use boats to avoid the shoreline.

Figure 3 identifies where clammers and wormers are having problems by town. Access problems are more prevalent in the mid-coast region even though harvesting is concentrated downeast.

Table 7

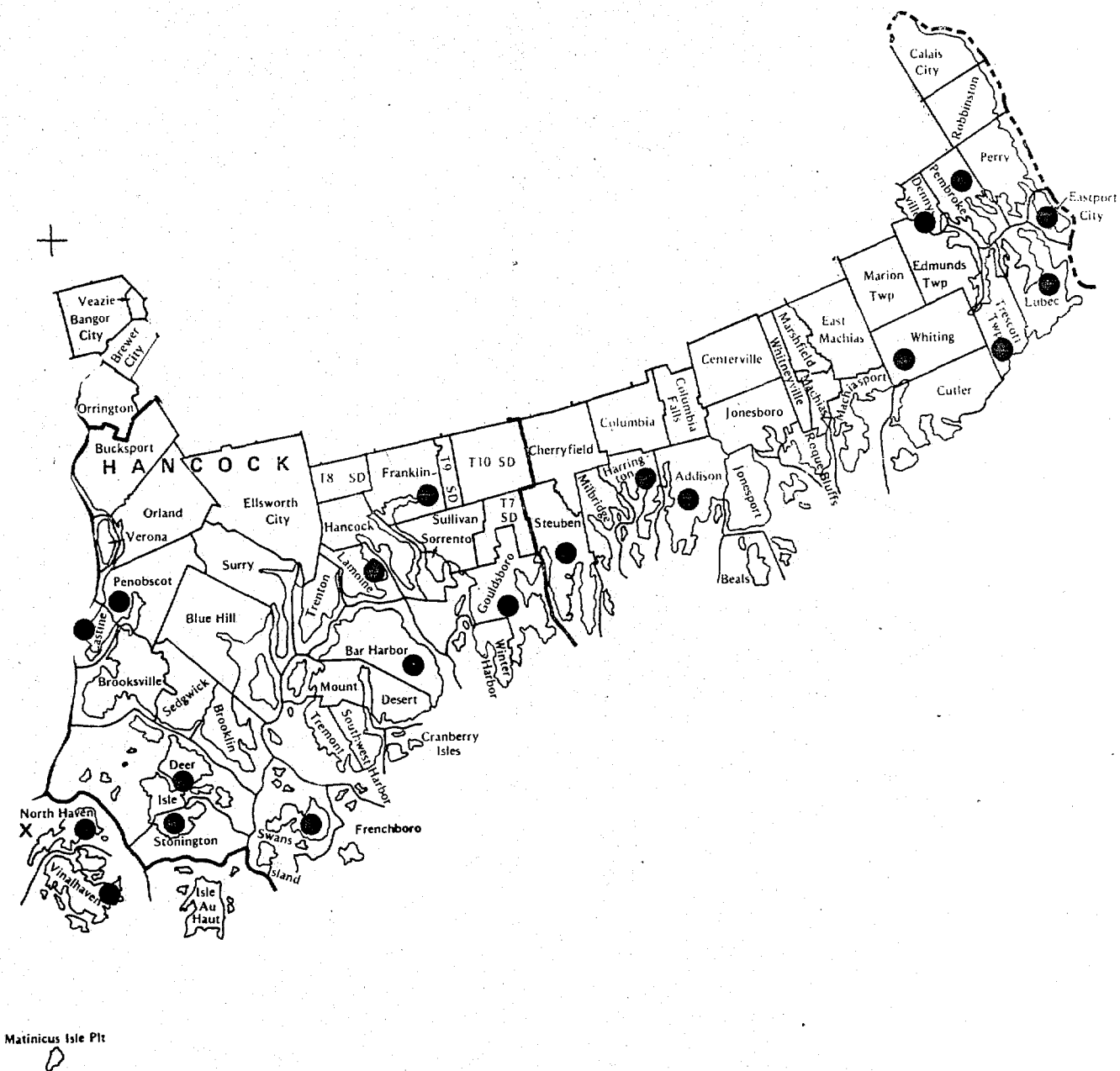
CLAMMERS AND WORMERS PERCEPTIONS OF ACCESS TO CLAM FLATS
(in percentages)

County	Number of Respondents	Cross Private Land	Cross Public Land	Unable to cross land to reach harvesting areas	Feel access is more difficult now than in past	Continuing or growing problem	Feel govern- ment should establish more rights- of-ways
Cumberland	10	60	100	40	70	70	80
Sagadahoc*	2	100	100	100	100	100	100
Lincoln	9	100	89	78	78	89	78
Knox	7	86	71	100	71	100	71
Waldo*	2	100	50	50	100	100	100
Hancock	32	91	78	69	74	84	78
Washington	46	89	65	52	59	77	58

* Number of respondents too small to generate significant data.

Figure 3.
TOWNS IN WHICH SELECTED CLAMMERS AND
WORMERS HAD ACCESS PROBLEMS





Fishermen

Commercial fishing is most prevalent in Cumberland, Knox, Hancock and Washington Counties as shown in Table 8. Commercial fishermen compete for dock space, moorings and harbor space with recreational boaters and commercial charters. Most of the problems cited by respondents involved competing for these resources with recreational boaters and the problems were concentrated in York, Cumberland, and Hancock Counties.

Two hundred and sixty four questionnaires were sent to Maine commercial fishermen based on a random sample from the Department of Marine Resources license records. One hundred seventy seven questionnaires (67%) were returned.

Few access problems surfaced from the commercial fishermen portion of the survey, but problems were more frequent in areas with considerable recreational boating. Forty seven percent of those polled rely entirely or partially on public dock facilities. Approximately half of the respondents (49%) have problems finding dock space to unload, although eighteen percent of the fishermen who use private docks also have this problem. Table 8 breaks the survey data down by county. York, Cumberland and Hancock Counties appear most problematic, although York County does not have as high a volume of fishing as the others. Particularly difficult areas for dock space identified by the survey were Falmouth, Harpswell, Machiasport and Eastport.

Forty one percent of those polled recognized conflicts between private boats and commercial fishing boats in their harbor. These conflicts are more prevalent in Cumberland, Waldo and Hancock Counties. Particularly bad areas cited by respondents were York, Harpswell, Isleboro, Southwest Harbor, Tremont and Eastport. Inadequate dock space (23%), insufficient moorings (14%), too many boats moored in the harbor, private boats traveling too fast in the channel and a general lack of common courtesy (34% combined) were cited as problems. By county, these figures correspond well with those counties with the largest fishing revenues, although conflicts in York County harbors may result from recreation pressure.

Fourteen percent of the fishermen responding to this survey felt there were conflicts between commercial charter boats and fishermen vying for the same dock space in harbors.

Although fishing revenues are high in Lincoln County, according to this survey, recreation pressures are not interfering with the fishing industry. On the other hand, in York County where recreation pressures are intense and fishing revenues low, there are many apparent conflicts.

TABLE 8
COMMERCIAL FISHING ACTIVITY

County	Number of respondents	Fish Landings (million pounds)	Value of landings (millions of \$ 1980)*	Difficulty finding dock space (%)	Conflicts between private and boats (%)
York	22	12.4	5.4	55	45
Cumberland	43	63.4	23.9	55	51
Sagadahoc**	7	9.8	2.4	33	33
Lincoln	15	9.5	7.7	15	44
Knox	26	65.5	22.1	41	30
Waldo**	6	----	----	67	80
Hancock	28	31.5	17.8	59	50
Washington	24	52.7	13.5	42	33
TOTAL	171	90.8	49	41	

* Finfish and shellfish from the Department of Marine Resources and National Marine Fisheries Service as cited in Payson 1982.

** Number of respondents was too low to provide significant data.

Local Officials

Local officials were surveyed to gain a more complete picture of coastal access issues. Planning board and conservation commission chairpersons, recreational directors and town planners from each of the one hundred and forty four coastal communities were contacted. These include the municipalities along the coast, as well as those along the Kennebec and Penobscot Rivers up to Augusta and Veazie, respectively (Figure 1). The survey included questions from each of the six user group questionnaires discussed previously, as well as general access questions. Regional Planning Commissions and regional land management organizations or agencies were also contacted. Of the more than three hundred questionnaires sent out, one hundred thirteen were returned (approximately 30%).

Beaches

Sixty three percent of the towns represented in the survey have a beach used by the townspeople. As shown in figure 4, it is a problem getting to or using beach areas in fifty percent of the towns because of inadequate parking, poor facilities, or private landowners not allowing the public to cross their land. Only twenty seven percent of those communities polled felt their beaches were overcrowded, with only ten percent claiming this was a problem more than occasionally. Fifty four percent felt their town needed more public beaches. Problems are concentrated in mid-coastal Maine.

Boating

Sixteen percent of the municipalities polled do not have public boat launches, as shown in figure 5. The majority that do are municipally owned. Forty seven percent felt that the public boat ramps and launching sites in their community met their resident's needs. These are highlighted in Figure 5 along with those municipalities that felt their boat launching facilities were inadequate. Sites not usable throughout the entire tide cycle, not enough parking and lack of public sites are consistently the greatest problems mentioned.

Aside from York County, local officials were more critical than boaters themselves, fifty five percent of which were satisfied with launch facilities available to them. In York County, all the town officials responding to the survey claimed their boat ramps met public demand, while half the boaters felt these sites were inadequate and three quarters felt more rights-of-way were needed. Sixty-four percent of those communities polled have boat docks in town.

Consistent with information generated from boaters, twenty seven percent of the communities have noted conflicts at

launching sites and in harbors (see Figure 6). These conflicts took the form of competition for space between private and commercial boats, parking problems, monopolized dock space and bottlenecks while launching. As illustrated in figure 8, a majority of local officials (65%) felt their community needed additional facilities for recreational boaters, especially in southern Maine, Cumberland and Sagadahoc Counties. Boat access ramps were the most frequently cited gap.

Surfcasting

Only a quarter of the communities surveyed have good surfcasting areas. Since good surfcasting areas are sandy beaches, they are predominantly in southern Maine. Only one third of the communities felt that fishermen have problems reaching these spots. Privately owned upland is crossed in a majority of towns (62%) to reach favored fishing spots, yet only seventeen percent claim the landowner has tried to stop individuals from crossing their land. Over seventy percent of those polled claim the land has been crossed for at least three generations. Conflicts between surfcasters and other users are highlighted in figure 8, as well as access problems identified by surfcasters themselves.

The discrepancies between the data generated from surfcasters themselves and town officials are probably the result of the concentration of surfcasters in southern Maine with few fishermen in other regions. The town official data was more evenly distributed. Access problems for recreational fishing as identified by local officials is also presented in figure 9.

Waterfowl Hunting

Figure 9 highlights areas where access for waterfowl hunting is identified as difficult by both local officials and hunters. Access for hunting is more of a problem around Casco and Merrymeeting Bays. Posting, lack of parking, and access ramps were cited as problems by the local officials. Privately owned upland is crossed to reach good hunting in seventy four percent of the communities. In the majority of cases (58%), landowners know people cross their land to hunt but do not stop them. However, twenty three percent of the town officials recall instances where a landowner has tried to stop hunters from crossing their land.

General Access

To gain a broader picture of coastal access, the survey asked local officials general questions about access. Their answers are broken down by county in table 9. Twenty eight percent cited problems such as development and new landowners as reasons for more conflicts over coastal access in their municipality. Eighty percent of those polled claimed they were aware of one to four rights-of-way held by the municipality

(although almost one third said some have uncertain or disputed ownership), and another seventy eight percent felt that government needs to establish more public rights-of-way to the water, especially in southern Maine and Hancock County. In fifty-four percent of the towns, people often cross private land to get to the shore, this is particularly true in Hancock and Washington Counties.

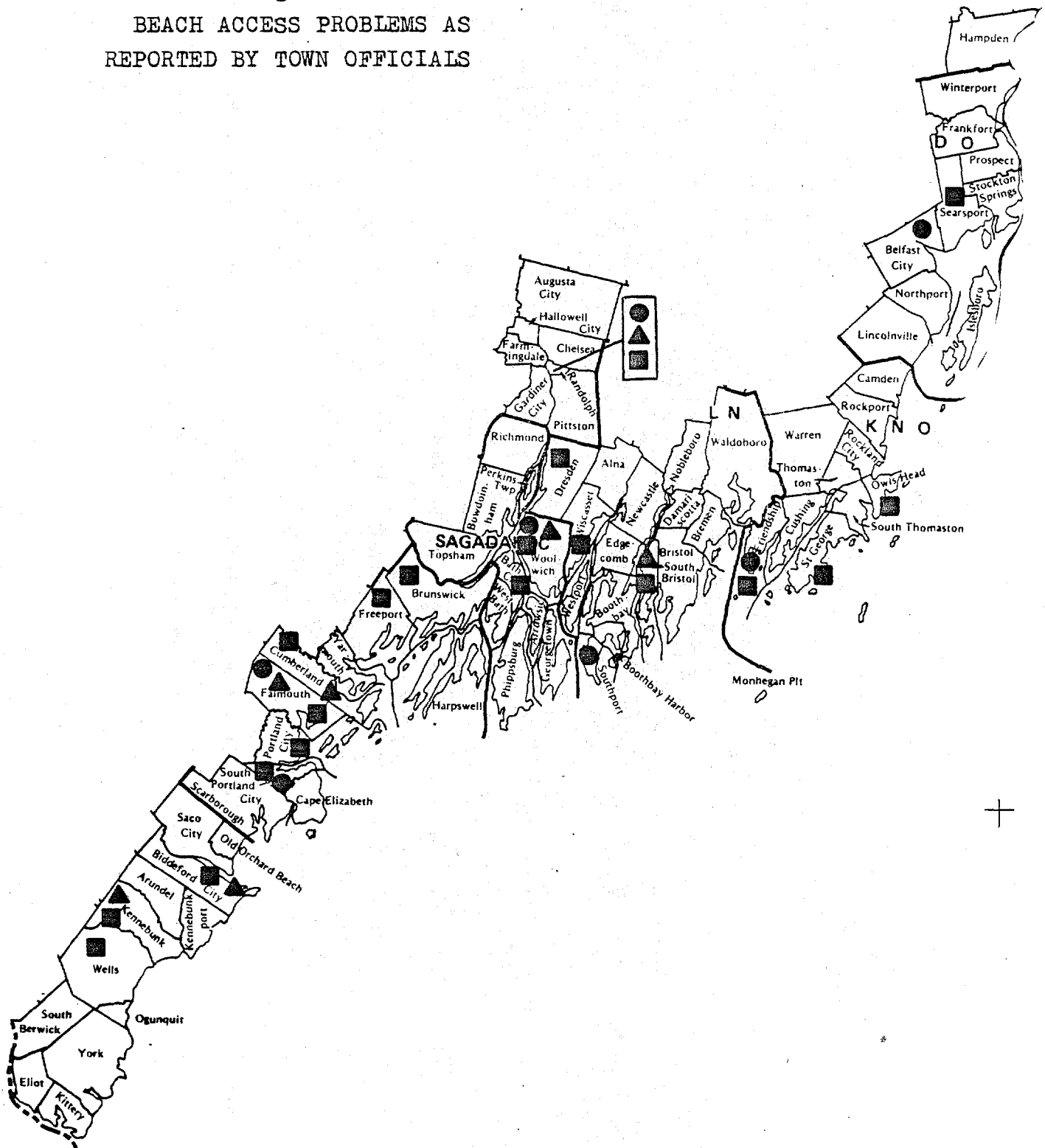
A majority of the municipal officials (60%) felt that getting access to the coast is much more difficult than in the past, especially in York and Hancock Counties. New landowners not allowing the public to use their land was cited as the primary reason for loss of access together with increased posting, development and increased demand. A majority of officials (87%) see this as a growing problem.

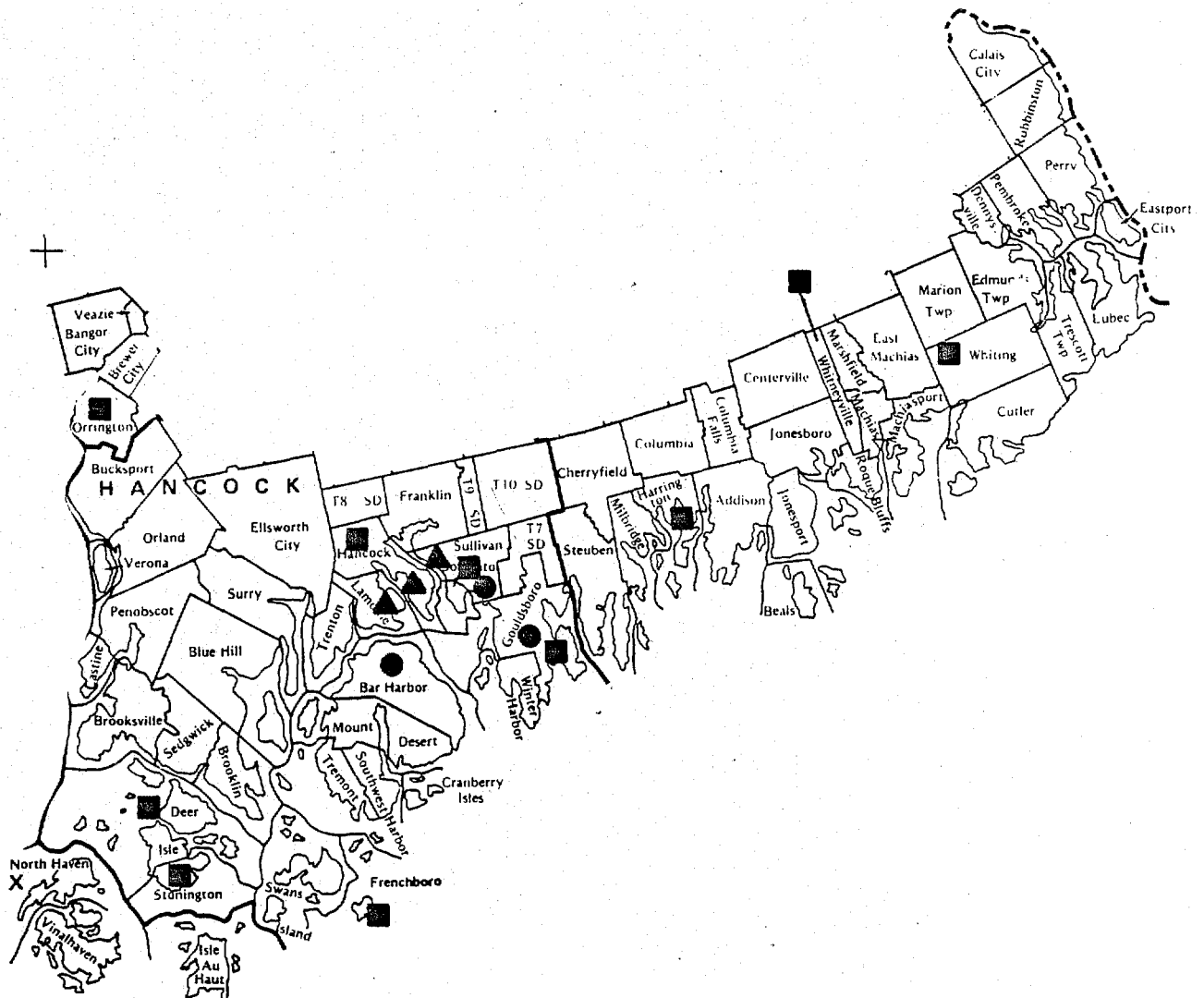
While fifty three percent of those polled know areas in their communities no longer available to the public, table 9 illustrates that it is especially prevalent in Hancock County.

TABLE 9
LOCAL OFFICIAL SURVEY RESPONSES
(in percentages)

County	# of Towns responding	Gov't should est. more rights-of- way	Cross private land	Used to cross private land but can't now	Access more difficult now than in the past
York	8	86	50	43	88
Cumberland	14	79	36	33	43
Sagadahoc	6	83	40	0	50
Lincoln	16	71	38	50	50
Knox	4	50	69	50	75
Waldo	3	67	0	33	67
Hancock	15	85	37	91	91
Washington	12	64	67	50	71
Kennebec	4	100	33	33	67
Penobscot	4	75	50	50	25
Total	86	78	54	54	0

Figure 4.
 BEACH ACCESS PROBLEMS AS
 REPORTED BY TOWN OFFICIALS



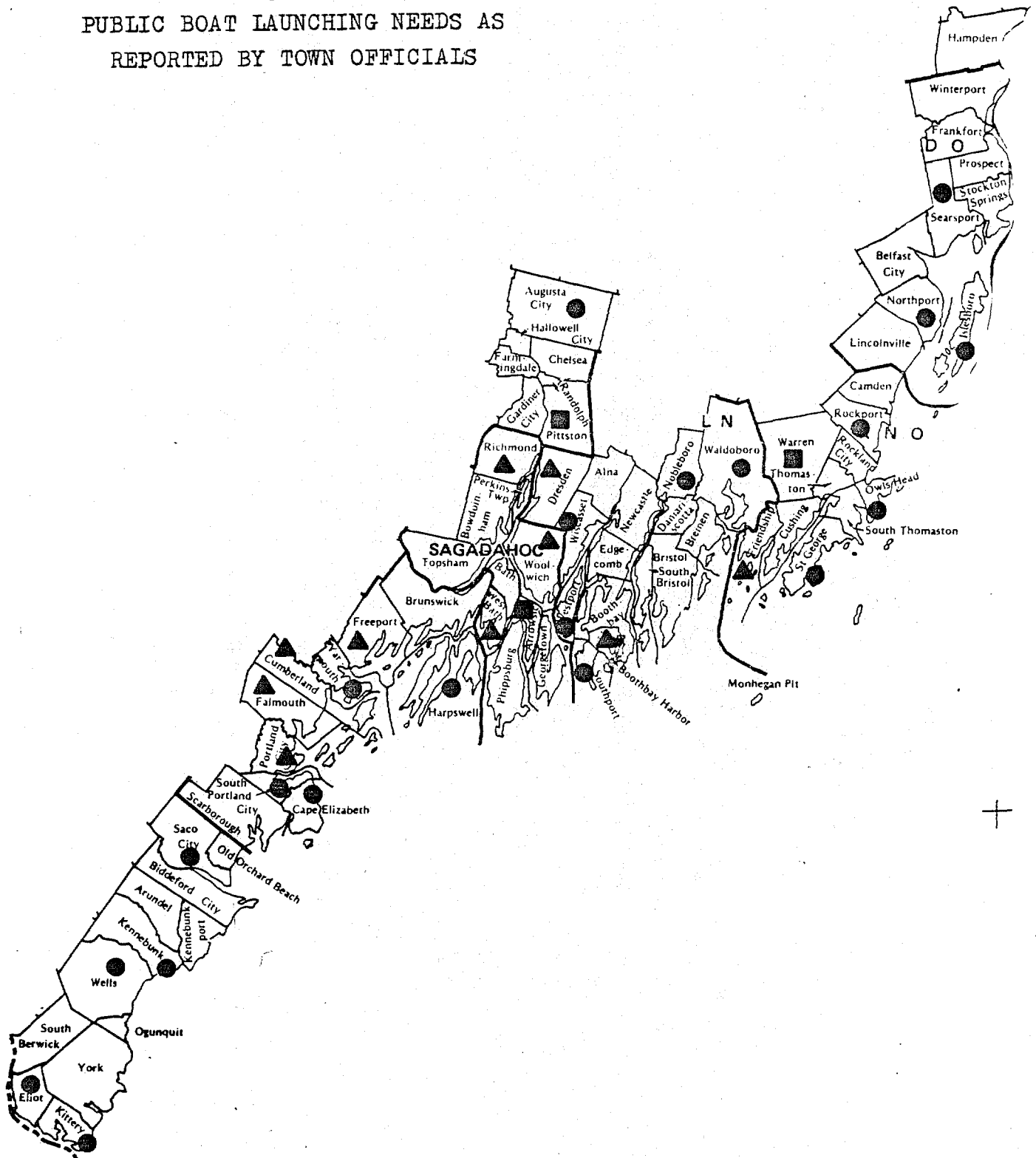


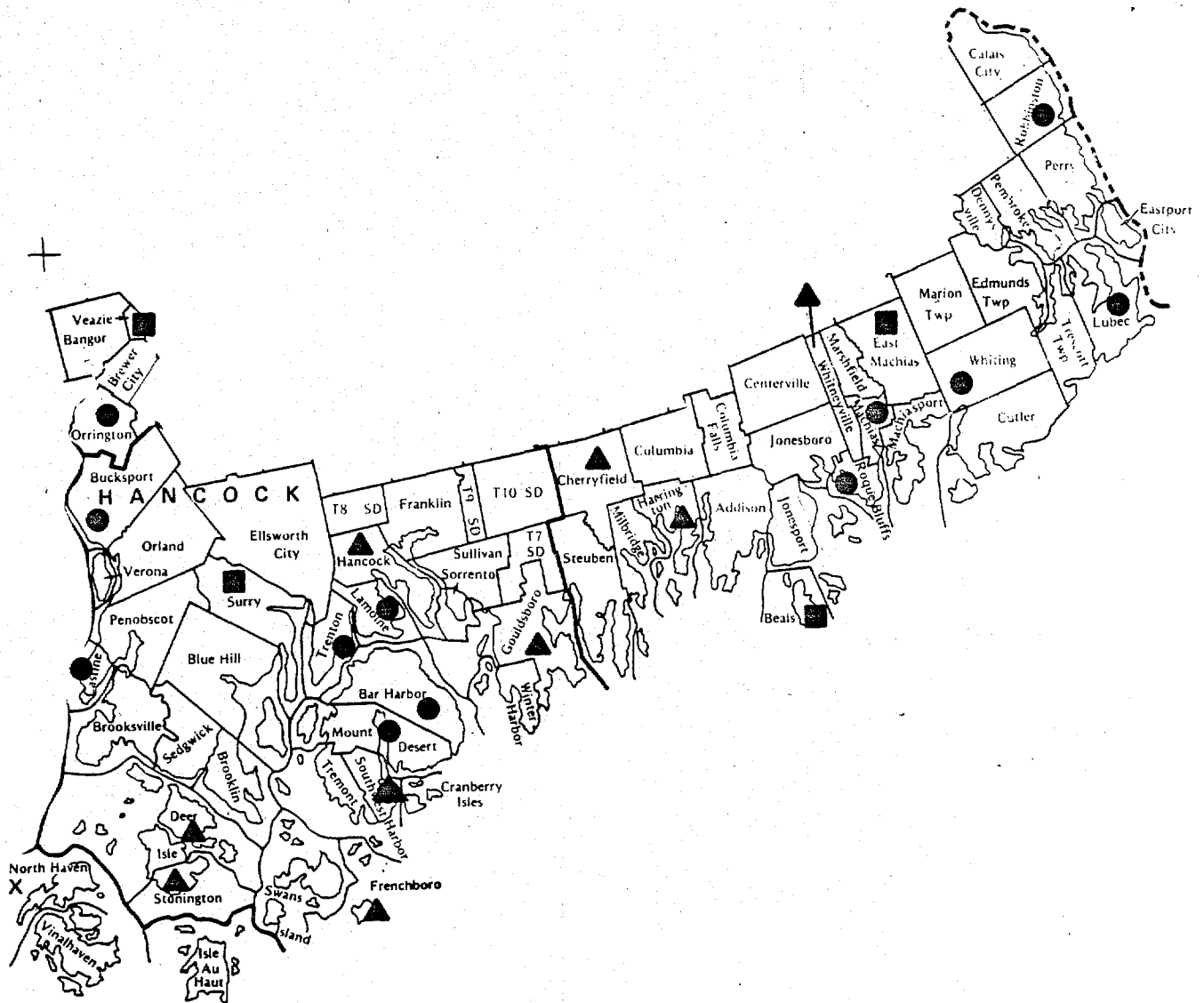
LEGEND

- problems getting to or using the beach
- overcrowding
- ▲ conflicts from different users

Matinicus Isle Pt

Figure 5.
PUBLIC BOAT LAUNCHING NEEDS AS
REPORTED BY TOWN OFFICIALS



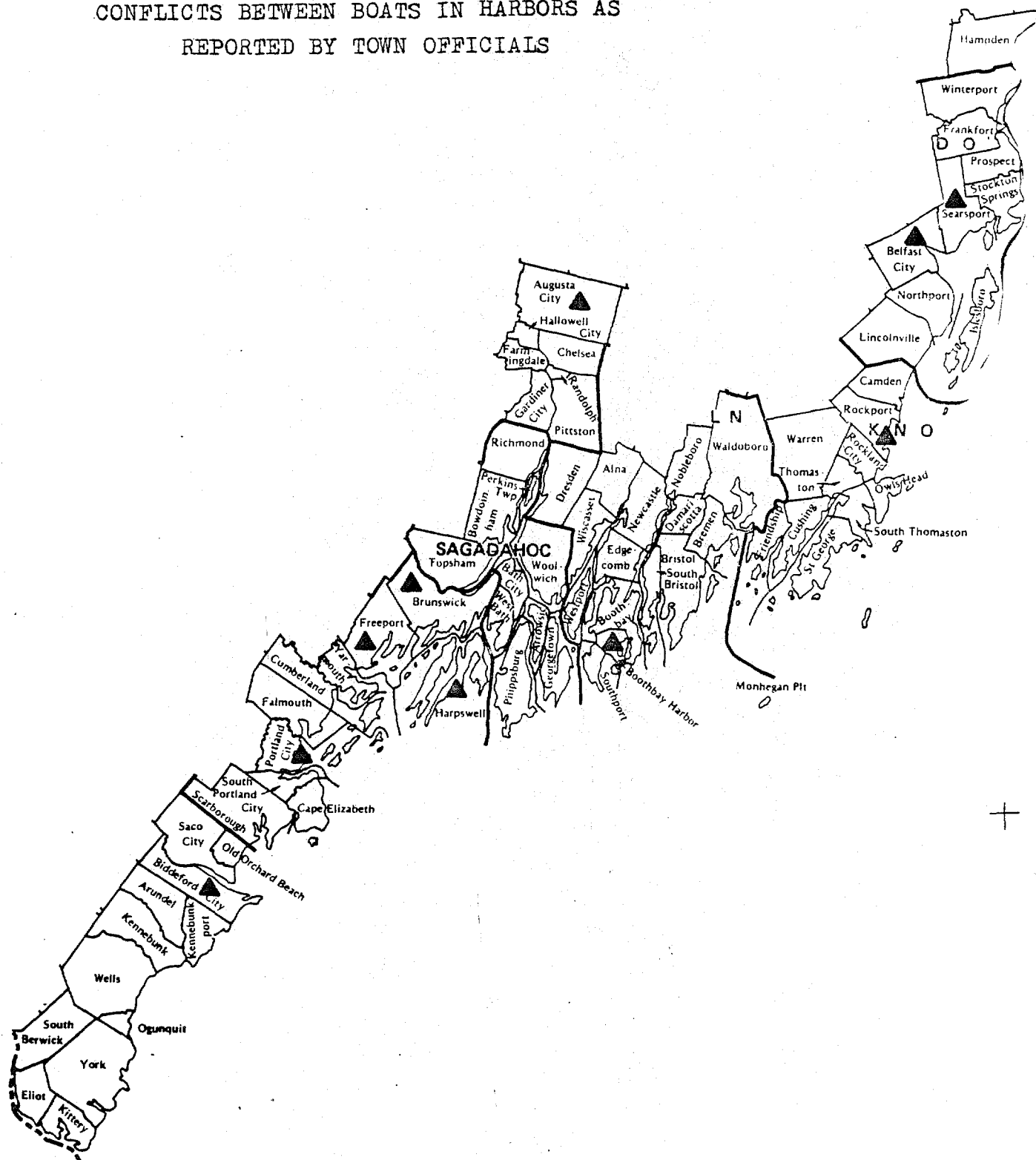


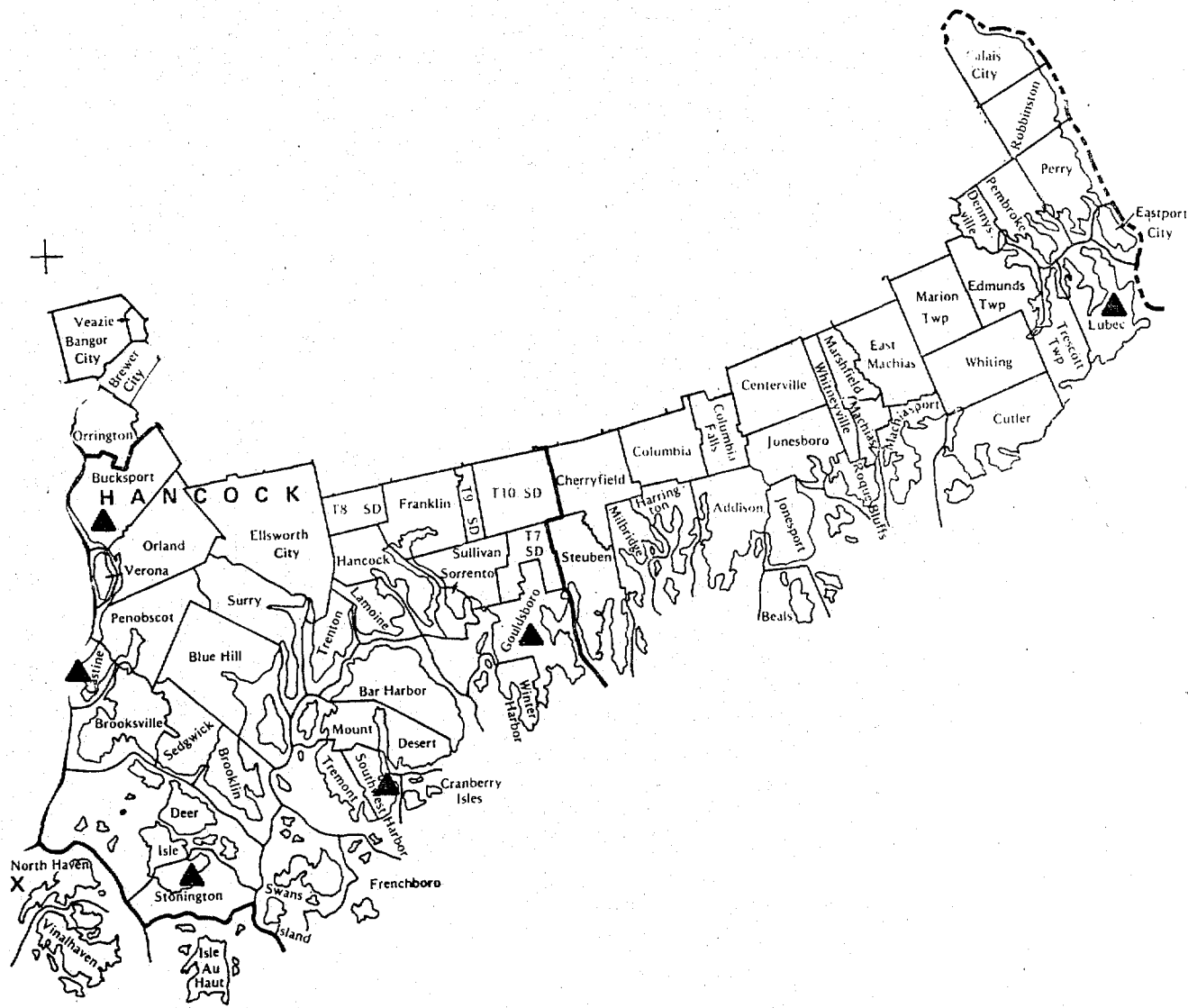
LEGEND

- public boat launches meet needs
- ▲ public boat launches do not meet needs
- no public boat launches

Matinicus Isle Pt

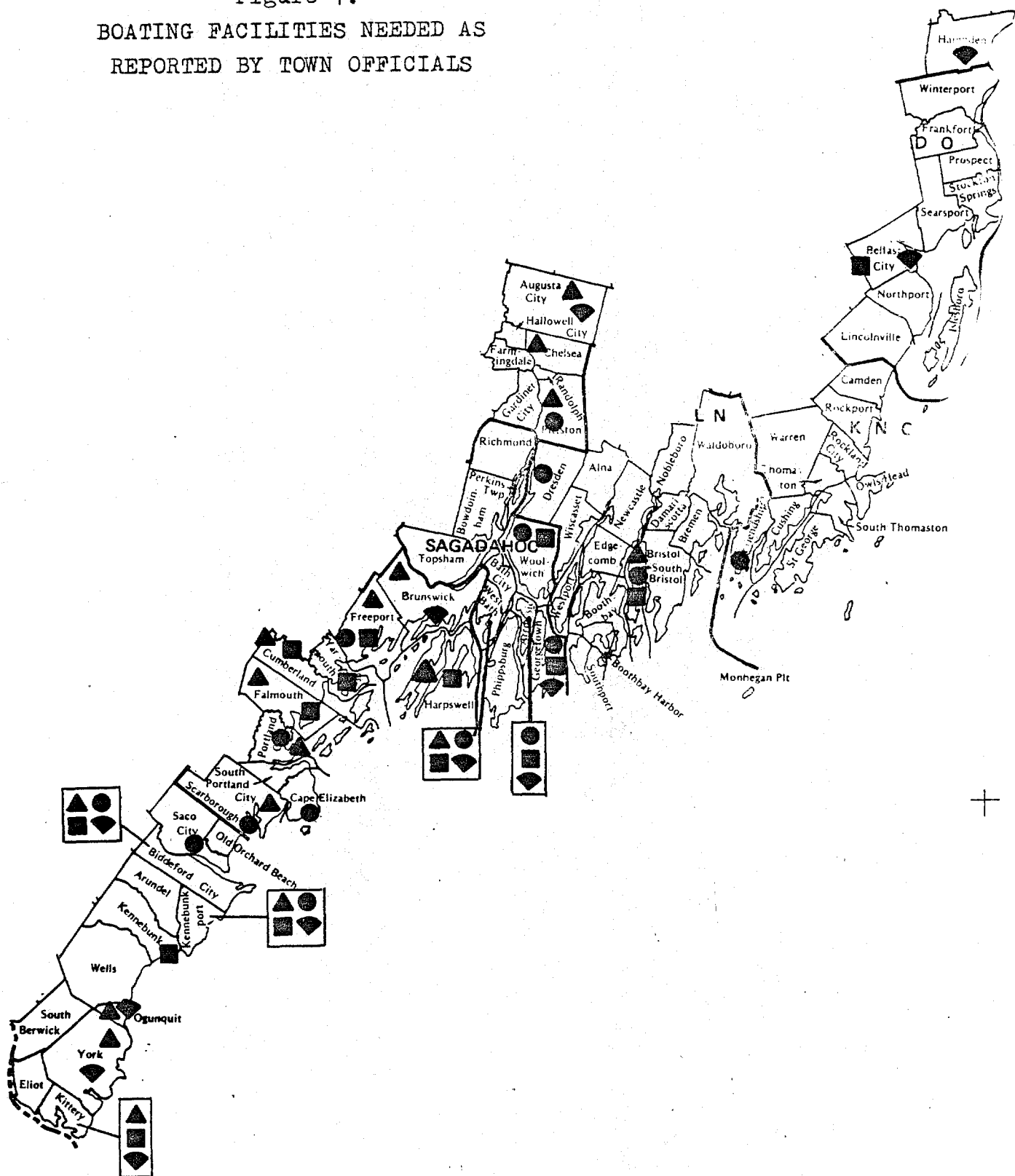
Figure 6.
CONFLICTS BETWEEN BOATS IN HARBORS AS
REPORTED BY TOWN OFFICIALS





Matinicus Isle Pt

Figure 7.
BOATING FACILITIES NEEDED AS
REPORTED BY TOWN OFFICIALS



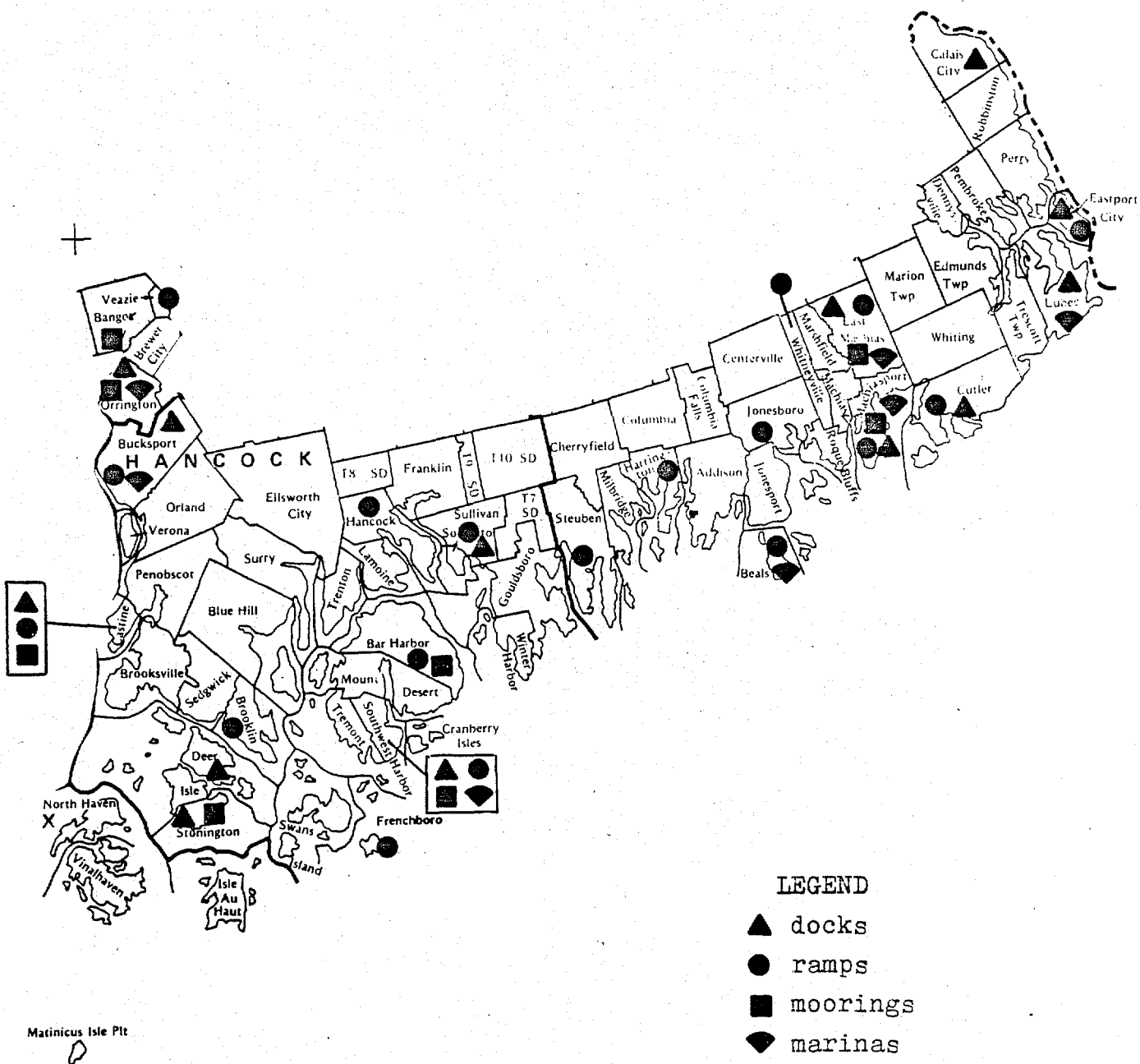
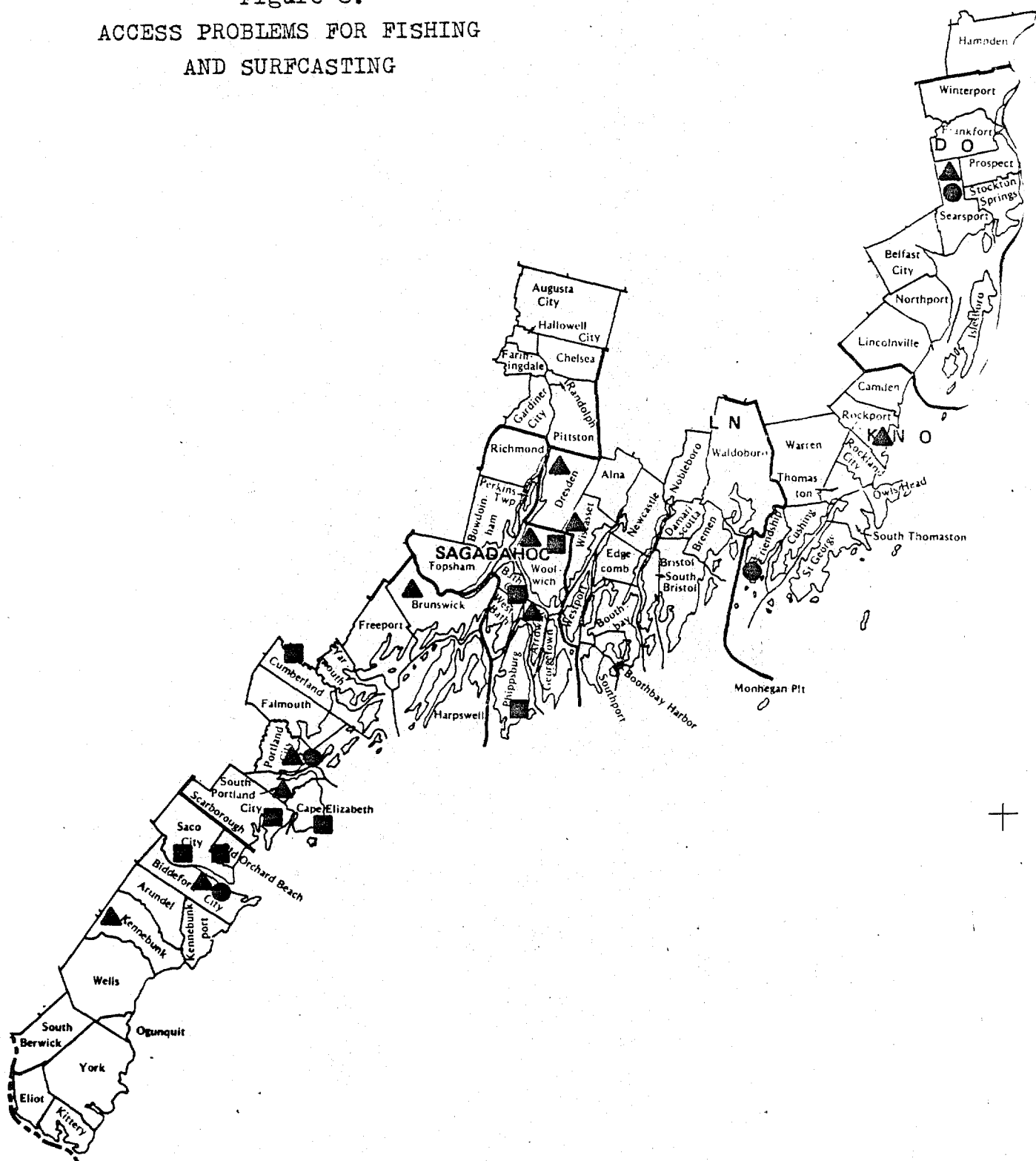
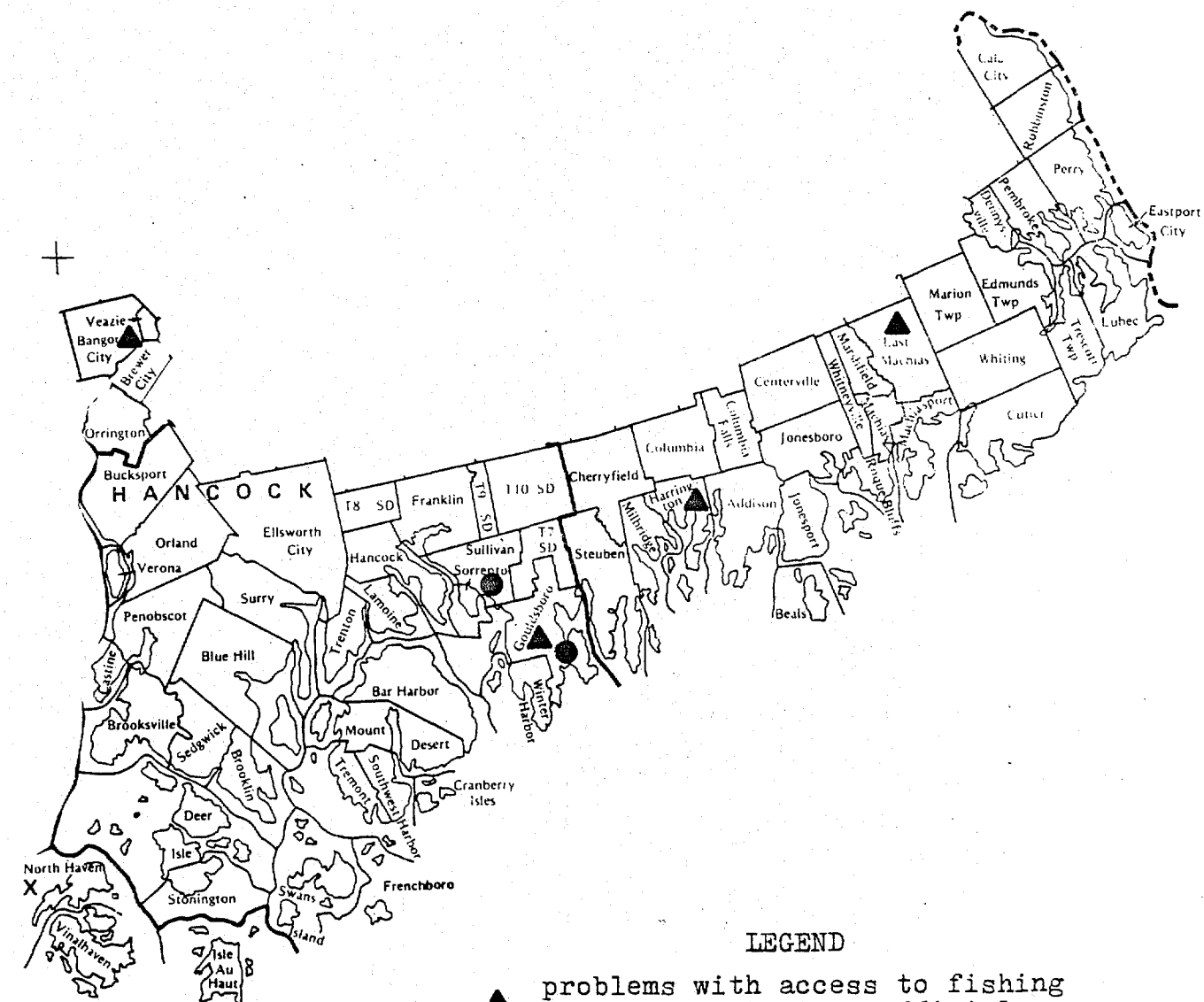


Figure 8.
ACCESS PROBLEMS FOR FISHING
AND SURFCASTING

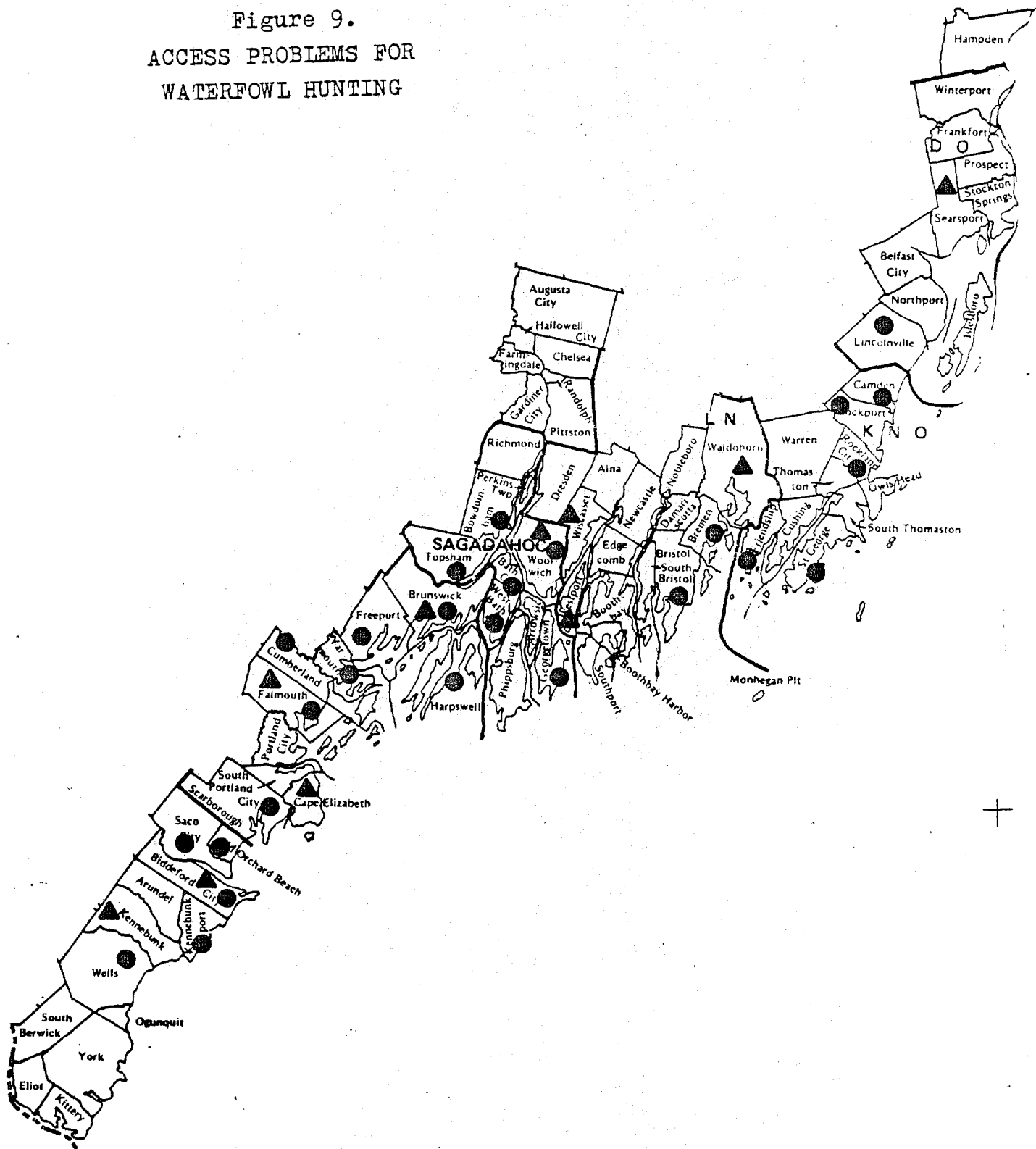


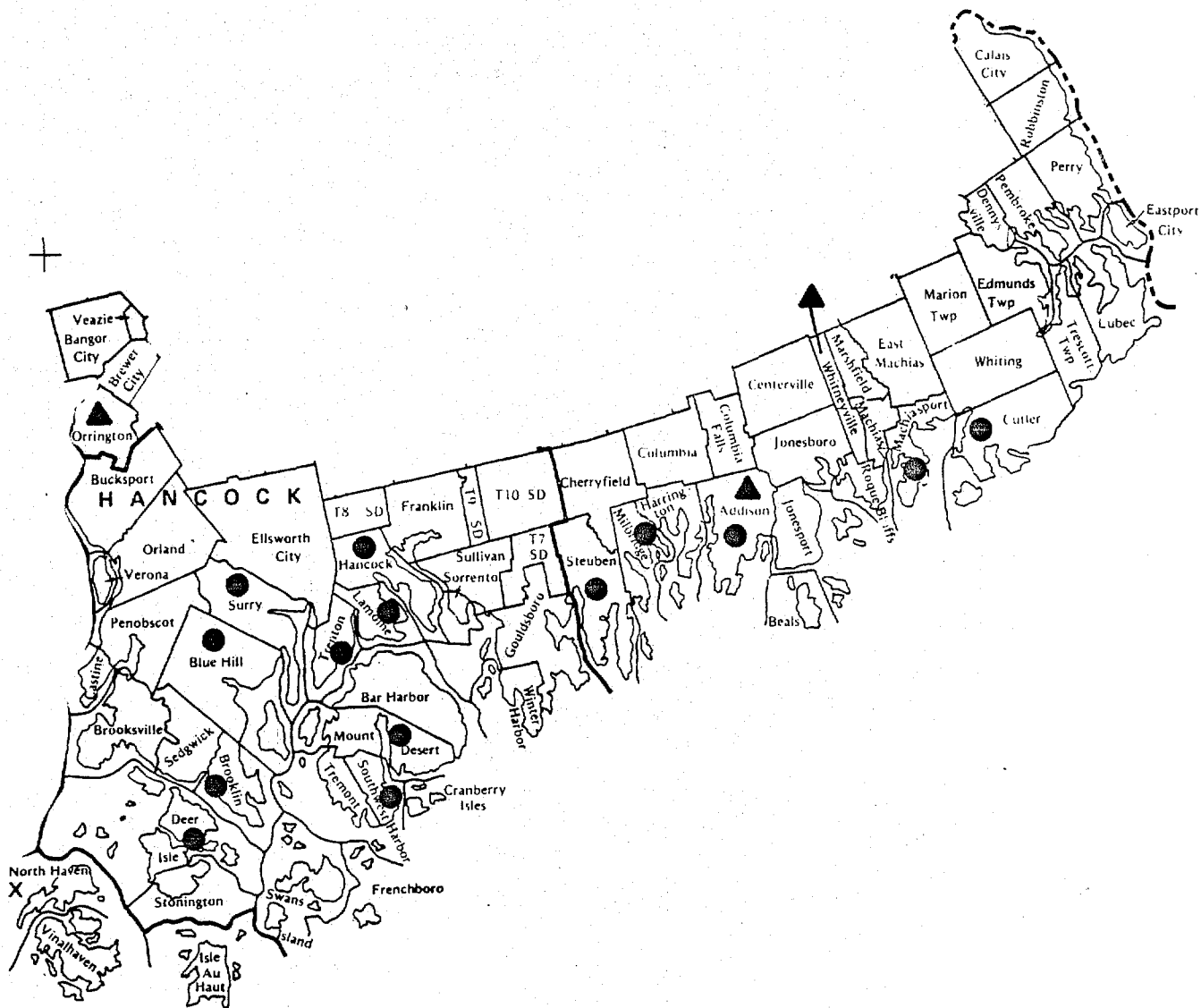


LEGEND

- ▲ problems with access to fishing as reported by town officials
- conflicts between surfcasters and other users as reported by town officials
- problems with access identified by surfcasters

Figure 9.
ACCESS PROBLEMS FOR
WATERFOWL HUNTING





LEGEND

- ▲ town officials aware of access problems
- waterfowl hunters have access problems

GEOGRAPHIC VARIATION

The survey revealed geographic differences in people's perception and experiences with access. In southern Maine, the population is large and the coast draws millions of tourists each summer. Resource-based industries are not major contributors to the economy; fishing and clamming revenues are low.

Southern Maine has more public beaches and preserves than other areas along the coast and as a result the region has a tremendous influx of summer residents and tourists. The public access issue in southern Maine involves managing the access that exists and addressing parking problems, trash, and crowded conditions.

Of the recreation groups polled, recreational boaters registered the most problems in this region, citing conflicts with commercial boats in harbors, and lack of public boat facilities. They felt more public rights-of-way were needed. In contrast, local officials from this area generally felt that boating facilities met the needs of boaters in their area. Waterfowl hunters have more problems getting to the shore in southern Maine than in other regions of the coast.

Cumberland and Sagadahoc Counties have experienced tremendous residential growth in the past decade, while still maintaining a viable tourist economy. The area also supports an active fishing industry; Cumberland County has the highest fishing revenues in the State and clamming and worming are prevalent.

These counties are hosting a burgeoning recreational boating community requiring the same facilities as the active fishing and clamming sectors. People who boat in this area claim that public boat launching facilities are inadequate and that more rights-of-way to the shore are needed; town officials agree. Property turnover and development are curtailing public access to the shore in this region.

The Mid-coast region, encompassing Lincoln, Knox, and Waldo Counties have less tourism pressure than the southern coast or Mt. Desert area. Although Knox County has a very healthy fishing industry, Lincoln and Waldo Counties have low fishing revenues.

Although tourism and development pressures are less intense in the Mid-coast region and there are fewer conflicts between fishermen and boaters, the need for access exists here as well. In Knox County, particularly Round Pond, public sites are felt to be inadequate by recreational boaters. Lincoln County residents want more rights-of-way to the shore. Hunters surveyed in this study felt that access for hunting has become more difficult.

3

Tourism and development pressures taper off as one moves north up the Maine coast from the intense pressures in York County. But Hancock County, with Acadia National Park and Mt. Desert Island, is an anomaly. Hancock County has seen tremendous growth in the last decade and according to the survey, loss of access to the shore.

People who hunt waterfowl in this area are particularly affected. In our survey, sixty two percent of those who hunt around Frenchman's Bay are unable to reach areas they would like to hunt.

The fishing industry in this area is feeling the impacts of more recreational boaters vying for valuable harbor and dock space. Fishermen polled in this survey feel they are being squeezed out. Clammers and wormers especially, are losing valuable accessways to their shellfish grounds. Loss of public access to the shore was an overwhelming concern of town officials in this area.

Traditional coastal values of the past are more apparent in Washington County. Its distance from major metropolitan centers and transportation routes relieve it from the tourism pressures of the Southern coast. According to our survey, recreational demand for shoreline access is less severe. The need for public boat facilities, especially launches, was cited by town officials and boaters in this region, who are finding it more difficult to reach the shore. Although Washington County supports a large clamming and worming industry, access to mudflats is less of a problem than else here in the state. Compared to other regions along the coast, there appear to be fewer access problems.

In summary, this survey documents for the first time the loss of public access to Maine's coast and highlights problematic areas. The amount of publicly owned or conservation land has doubled since the 1970s, yet Maine residents believe that their access to the coast is jeopardized. The demands on our coast are increasing from both our resident population growth and the strong tourism growth. We also are experiencing a transition in our use of the coast, shifting from informal accessways and traditional understandings with neighbors to publicly-owned and maintained parks, walkways and boat ramps.

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APPENDIX

SURVEY QUESTIONNAIRES
AND RESPONSES

Coastal Access Questionnaire

-Beach Activities-

n = 169

General Information

a. In what town do you live? n = 169

b. How many people are in your household? response not compiled

c. What are the age ranges of the individuals in your household? (n=164)

<u>18%</u>	0-4	<u>67%</u>	18-44
<u>23%</u>	5-12	<u>43%</u>	45-64
<u>17%</u>	13-17	<u>20%</u>	65 plus

d. How familiar are you with means of access to the coast? (n=168)

<u>14%</u>	not at all
<u>61%</u>	somewhat
<u>24%</u>	extremely

e. Are you interested in going to the coast for recreation? (n=155)

yes 81% no 19%

If yes, please continue with the survey.

If no, stop here but please return the survey form. Thank you.

* Note

- A) Percentages may total more than 100 because respondents could select more than one answer to many questions.
B) "n" refers to the number of individuals answering a particular question.

1. Why do you go to the beach? (check as many as apply) (n=126)

swimming 76% sunbathing 65%
 picnicking 75% family outing 64%
 walking 70% other 27% (fishing, boating, clamming)

2. Where do you generally go? (n=)

Name of Beach	Town	Public	Private
1. Reid 13%	- responses not compiled -		
2. Popham 12%			
3. Crescent 4%			
4. Two Lights 0.8%			
OOB 8%			
Other 62%			

3. How many times during the summer do you go? response not compiled

4. Do you have problems getting to or using your favorite beach area? (n=117)

yes 40% no 60%

4A. If yes, why? (n=69) (note - respondents could check more than one)

7% beach is on private property & private owners prefer public
 not use it
3% beach is dirty or polluted
33% not enough parking
19% beaches are too far away
5% beach is frequented by undesirables
18% facilities (toilets, trash) are inadequate
21% other beach is crowded, parking by permit only

5. Is overcrowding a problem at your favorite beach area? (n=123)

yes 56% no 43%

5A. If yes, how often?

7% continually
31% often
18% only on occasion

6. Have you run into conflicts with other people who use the beach? (n=124)

yes 5% no 95%

6A. If yes, what kind of conflicts?

loud parties, music, radios
trash
dogs

6B. How often do these conflicts arise?

0 continually
17% often
10% only on occasion

6C. Would you favor tighter regulations to reduce these conflicts,

recognizing that such regulations would cost more to enforce? (n=60)

yes 23% no 77%

7. In general, do you feel government should obtain more public

rights-of-way to the water? (n=121)

yes 80% no 20%

7A. If yes, what level of government should?

19% state
15% town
49% both

8. Are there other Maine beach areas you would visit if you had some way to get there? (n=102)

yes 35% no 65%

8A. If yes, which ones? (n=130) 26% answered

Old Orchard Beach, Harpswell area, Island beaches, several didn't know where the beaches are.

8B. Why can't you get there now? (n=130) 27% answered

distance & transportation problems, private property, don't know where the beaches are, expense, parking.

9. Is it more difficult now to get across to the beaches than it was in the past? yes 41% no 59% (n=103)

9A. If yes, why? (note = respondents could check more than one)

25% increased posting

118 long time landowners changing their minds about the public

218 using their land

16% new landowners not allowing the public to use their land

7% subdivisions and other commercial developments

other parking, traffic, overcrowding, trouble with landward owners, beach open only on weekends.

9B. Do you think this may be a continuing or growing trend? (n=60)

yes 51% no 9%

9C. Can you give specific examples of loss of access? 25 answers

Wells, Beals, Crescent Beach, Small Point, Hermit Island, Popham,

Goose Rocks, Rockland area, Cleaves Cove, Steuben, Berwick, Pemaquid

Point, Black Point/Ferry Beach area, Biddeford Pool

10. Would you like to receive a copy of the survey results? (n=116)

75% yes Name _____

25#	no	Address
-----	----	---------

Questions for users of private beaches:

1. Do you cross publicly owned land to get to the beach? (n=78)

27% often

29% sometimes

19% never

24% don't know

2. Do you cross privately owned land to get to the beach? (n=80)

18% often

298 sometimes

33% .. never

20% don't know

2A If the land you cross is privately owned (please check as many as apply to the lands you cross): (n=34)

268 you have a formal agreement with the landowner

628 you don't have a formal agreement but the landowner knows and does not try to stop you

15% the landowner doesn't know you cross

218 the landowner has tried to stop you

3. To your knowledge, how long has this land been crossed to reach the beach area? (check as many as apply) (n=44)

9% less than 10 years

30% 10 to 25 years

168 it was crossed by your father's generation

14% it was crossed by your grandfather's generation

528 it's been crossed as long as anyone can remember

Coastal Access Questionnaire

-Boating-
(n=306)

General Information

- a. Do you go boating mostly along the coast or inland?

_____ coastal (salt water)

_____ inland (fresh water)

If coastal, please continue with this questionnaire.

If inland, please stop here but return the survey. Thank you for
your time. (174 continued the survey)

- b. In what town do you live? n=172

- c. How familiar are you with means of access to the coast? (n=171)

27% not at all

52% somewhat

46% extremely

1. In what town is your boat registered? n=161

2. How often during the summer do you use your boat? n=47
- | | |
|-------|-----|
| 2-10 | 30% |
| 12-20 | 26% |
| 25+ | 45% |

3. What kind(s) of boat(s) do you own? (n=164)

26% canoe 50% under 16 feet

29% sailboat 58% 16-25 feet

63% powerboat 20% over 25 feet

23% fishing or lobster boat (note- respondents could check
more than one)

3. Where do you generally launch your boat in the coastal region?

<u>Access Site Name</u>	<u>Town</u>
mostly southern to	
mid coastal Maine	

- 3A. What kind of facility is this? (n=165)

1% federal boat facility

11% state boat facility

47% town boat facility

38% private marina or landing

19% unpaved, informal facility on private property

5% don't know

4. Do you feel the public boat ramps and launching sites meet boating needs
in the areas you frequent? yes 55% no 45% (n=156)

- 4A. If no, what is the problem?

24% not enough parking

12% site locations are too far apart

15% sites are in need of renovation or new launch facilities

24% sites are not usable through the full tide cycle

13% bottlenecks exist at present sites during peak periods of use

17% plenty of private sites exist but not enough sites are available
to the general public - need more public sites

2% sites cost too much to use

13% other no access or inadequate access in the Spruce Head - S.

Thomaston area, people travel from as far as 30 miles at S.

Portland, need paved ramps, ramps are too steep for small cars,
some users monopolize the sites.

(note - respondents could check more than one answer)

5. Have you experienced conflicts at launching sites and in the harbor between boats? (n=156)

yes 32% no 68%

5A. If yes, please describe the conflict

16% bottlenecks while putting in & taking out

6% dock space monopolized by (not compiled - response too small)

7% moorings

10% competition for space between private and commercial boats

1% traffic jams in harbors

1% scuba diving

1% water skiers

12% parking

8% other _____

6. Where are more facilities needed?

	Town	Location
a. Docks	<u>See figure 3 for this response</u>	
	_____	_____
b. Boat access ramps	_____	_____
	_____	_____
c. Moorings	_____	_____
	_____	_____
d. Marinas	_____	_____
	_____	_____

7. In general, do you feel government should obtain more public rights-of-way to the water? yes 64% no 36% (n=160)

7A. If yes, what level of government should? (n=102)

19% state

18% town

64% both

8. Is it more difficult now to get to boat launching areas than it was in the past? yes 46% no 54% (N=150)

8A. If yes, why?

10% increased posting

18% long time landowners changing their minds about the public using their land

25% new landowners not allowing the public to use their land

12% subdivisions and other commercial developments

13% other parking, littering, more demand for existing facilities

8B. Do you think this may be a continuing or growing trend?

yes 51% no 49%

8C. Can you give specific examples of loss of access?

Termination of access through Centerboard Yacht Club in South Portland.

Private landing in Phippsburg closed because of trash and abuse.

Town landings in Georgetown closed because of pressure by abutting landowners. Old New Meadows Yacht Club sold in West Bath, can't use town launching area.

9. Would you like to receive a copy of the survey results? (n=156)

78% yes

Name _____

22% no

Address _____

Coastal Access Questionnaire

-Waterfowl Hunting-
(n=159)

General Information

a. In what town do you live? n=159

b. How familiar are you with means of access to the coast? (n=157)

8% not at all

57% somewhat

35% extremely

1. Where in the coastal region do you hunt? (you may check more than one) (n=140)

16% Kittery to Kennebunkport

16% West Penobscot Bay

17% Kennebunkport to S. Portland

6% Blue Hill & Jericho Bays

27% Casco Bay

10% Frenchman Bay

39% Merrymeeting Bay

7% Prospect Harbor to Beals

20% Phippsburg to S. Bristol

7% Jonesport to Cutler

10% Muscongus Bay

0% Cutler to Lubec

13% East Penobscot Bay

2% Cobscook & Passamaquoddy Bays

2. Where is (are) your preferred place(s) to hunt? (n=158)

94 answered

Most common answers were Merrymeeting Bay, Casco Bay, Wello marshes,

Kennebunk-Kennebunkport, Saco River, Kennebec River, Biddeford Pool

3. What kind of environment do you hunt in? (you may check more than one)
(n=153)

35% ocean

60% tidal bays

57% tidal portions of rivers

50% salt marshes

73% fresh water streams & ponds

4. How many times during the season do you hunt?

2-10	58%
10-20	35%
20+	8%

5. Do you cross publicly owned upland to reach any of your usual hunting spots?
(n=149)

20% often

59% sometimes

11% never

9% don't know

6. Do you cross privately owned upland to reach any of your usual hunting spots?
(n=146)

46% often

46% sometimes

4% never

4% don't know

6A. If the land you cross is privately owned, please check as many as apply to the land you cross: (n=145)

33% you have a formal agreement with the landowner

70% you don't have a formal agreement but the landowner knows and doesn't try to stop you

39% the landowner doesn't know you cross

9% the landowner has tried to stop you

7. To your knowledge, how long has this land been crossed for purposes of hunting? (check as many as apply) (n=143)

8% less than 10 years
3% 10 to 25 years
17% it was crossed by your father's generation
8% it was crossed by your grandfather's generation
52% it's been crossed as long as anyone can remember

8. Is it more difficult now to get to hunting areas than it was in the past? (n=152)
 yes 76% no 24%

- 8A. If yes, why? (n=117)

55% increased posting
11% long time landowners changing their minds about the public using their land
60% new landowners not allowing the public to use their land
38% subdivisions and other commercial developments
11% other out-of-staters, anti-hunting attitude

- 8B. Do you think this may be a continuing or growing trend?

yes 82% no 18%

- 8C. Can you give specific examples of loss of access? (See figure ten)

80 answers

Indian Pt. Georgetown, Chop Creek, along the Androscoggin in

Durham development on Spar Cove

9. Do you feel you are unable to get to areas along the Maine coast where you would like to hunt? (n=136)
 yes 38% no 62%

- 9A. If yes, where are these areas and why can't you get there?

10. In general, do you feel government should obtain more public rights-of-way to the water? (n=145)
 yes 88% no 12%

- 10A. If yes, what level of government should? (n=128)

25% state
3% town 72% both

11. Would you like to receive a copy of the survey results? (n=147)

90% yes Name _____
10% no Address _____

Coastal Access Questionnaire

-Surf Casting-
(n=32)

General Information

a. In what town do you live? not compiled.

b. How familiar are you with means of access to the coast? (n=31)

6% not at all

42% somewhat

52% extremely

1. Where in the coastal region do you fish? (not compiled)

	<u>County</u>	<u>Town</u>	<u>Location</u>
Area A	_____	_____	_____
Area B	_____	_____	_____
Area C	_____	_____	_____

2. How often during the year do you fish? (not compiled)

3. Have you experienced problems in getting onto the beaches where you like to fish? (n=26)

yes 50% no 50%

3A. If yes, what kind of problems did you encounter?

parking, particularly after dark

state parks closed at night

access to Higgins Beach a problem

4. Do you cross publicly owned upland to reach any of your usual fishing spots? (n=25)

32% often

48% sometimes

8% never

12% don't know

5. Do you cross privately owned upland to reach any of your usual fishing spots? (n=26)

27% often

50% sometimes

15% never

8% don't know

5A. If the land you cross is privately owned, please check as many as apply to the different land you cross: (n=21)

33% you have a formal agreement with the landowner

62% you don't have a formal agreement but the landowner knows and doesn't try to stop you

52% the landowner doesn't know you cross

31% the landowner has tried to stop you

6. To your knowledge, how long has this land(s) been crossed for the purpose of fishing? (check as many as apply) (n=22)

5% less than 10 years
32% 10 to 25 years
27% it was crossed by your father's generation
14% it was crossed by your grandfather's generation
64% it's been crossed as long as anyone can remember

7. Do you, as a fisherman, have conflicts with others who would like to use the surf casting area (i.e. beach, pier, etc.) for other purposes? (n=27)

yes 19% no 81%

- 7A. If yes, please briefly describe any conflicts.

few responses, not compiled

8. In general, do you feel government should establish more legal rights-of-way to the water? yes 81% no 19% (n=27)

- 8A. If yes, what level of government should? (n=23)

22% state
4% town
74% both

9. Do you feel you are unable to get to areas along the Maine coast where you would like to surf cast? yes 56% no 44% (n=27)

-continued on next page-

- 9A. If yes, where are these areas and why can't you get there?

Old Orchard Beach, Scarborough area,

Higgins Beach, Cape Elizabeth

major problems were parking and private property.

10. Is it more difficult now to get to surf casting areas than it was in the past? yes 76% no 24% (n=25)

- 10A. If yes, why? (n=19)

56% increased posting

28% long time landowners changing their minds about the public using their land

72% new landowners not allowing the public to use their land

32% subdivisions and other commercial developments

16% other

- 10B. Do you think this may be a continuing or growing trend? (n=19)
 yes 100% no 0%

- 10C. Can you give specific examples of loss of access?

13 answers

Higgins Beach, Scarborough Beach, Ferry Beach

11. Would you like to receive a copy of the survey results? (n=26)

82% yes

Name _____

15% no

Address _____

Coastal Access Questionnaire

-Clammers/Wormers-
(n=121)

General Information

- a. In what town do you live? n=120
- b. How familiar are you with means of access to the coast? (n=119)
- not at all -
- somewhat 43%
- extremely 56%
- c. How much does clamming or worming contribute to your income? (n=116)
- 31% less than 10% 17% 25% to 50%
- 8% 10% to 25% 42% more than 50%

1. Where do you generally harvest? (n=109)

	County	Town	Flats
Area A	Hancock 29%	- not compiled by computer -	
Area B	Washington 43%		
Area C	Other 28%		

2. How many months out of the year do you harvest? (n=118)

<u>39%</u> 0-3	<u>19%</u> 6-9
<u>20%</u> 3-6	<u>21%</u> 9-12

3. Have you found, from personal experience, that getting to the flats is a problem? yes 60% no 40% (n=119)

- 3A. If yes, briefly describe the problems. (n=120)

73 answers

crossing private property, some towns restrict access to local
residents, problems with boat launching, parking, summer people,
roads blocked by snow.

4. Do you cross publicly owned land to reach the flats? *n=118)

21% often

56% sometimes

17% never

6% don't know

5. Do you cross privately owned land to get to the flats? (n=117)

38% often

49% sometimes

9% never

3% don't know

- 5A. If the land you cross is privately owned, please check as many as apply: (n=106)

38% you have a formal agreement with the landowner

73% you do not have a formal agreement but the landowner knows and does not try to stop you

43% the landowner doesn't know you cross

39% the landowner has tried to stop you

6. To your knowledge, how long has this land been crossed for the purpose of harvesting?

Area A (n=80)	Area B (n=48)	Area C (n=51)	
<u>11%</u>	<u>6%</u>	<u>10%</u>	less than 10 years
<u>14%</u>	<u>21%</u>	<u>20%</u>	10 to 25 years
<u>9%</u>	<u>21%</u>	<u>12%</u>	it was crossed by your father's generation
<u>16%</u>	<u>17%</u>	<u>20%</u>	it was crossed by your grandfather's generation
<u>66%</u>	<u>58%</u>	<u>61%</u>	it's been crossed as long as anyone can remember

7. In general, do you feel government should obtain more public rights-of-way to the water? yes 83% no 17% (n=116)

- 7A. If yes, what level of government should? (n=98)

21% state 13% town 65% both

8. Do you feel you are unable to get to areas where you would like to harvest? yes 58% no 42% (n=120)

- 8A. If yes, where are these areas and why can't you get there? (n=120)

(See figure four)

9. Are there areas you can only harvest during part of the year because water access points are not passable or closed for other reasons? (n=118)

yes 71% no 29%

-continued on next page-

- 9A. If yes, why? (n=88)

72% winter conditions cut down on access

38% spring mud cuts down on access

61% summer residents cut down on access

31% other red tide, flats closed during part of the year for reseeding or conservation.

10. Is it more difficult now to get across to the flats than it was in the past? yes 68% no 32% (n=119)

- 10A. If yes, why? (n=81)

75% increased posting

38% long time landowners changing their minds about the public using their land

93% new landowners not allowing the public to use their land

17% subdivisions and other commercial developments

4% other

- 10B. Do you think this may be a continuing or growing trend? (n=101)

69% yes 31% no

- 10C. Can you give specific examples of loss of access? (n=121)

Harrington Meetinghouse Rd., Paul Bunyon Shores, Seals Cove, Eastern

Harbor, White's Island West Bath, Partridge Cove in Lamaine development,

Parker Point Area, Seameadows Area of Cousins Island, 3/4 of Little John's

Island, Princes Point Area, Rogers Point Cochran Property near Jordan River in Lamaine. Condominiums in Camden, development at west side of Rockport Harbor.

11. Would you like to receive a copy of the survey results? (n=119)

89% yes Name _____

11% no Address _____

Coastal Access Questionnaire

-Fishermen-
(n=180)

General Information

- a. In what town do you live? n=180
- b. How familiar are you with means of access to the coast? (n=180)
- 3% not at all
43% somewhat
53% extremely

1. What harbor do you fish out of?

Most common were: Portland, Sebasco and Cundy's, Spruce Head, Falmouth Bay, Mackeral Cove, Portsmouth, Southwest Harbor, Barley Island, Stonington, Cape Porpoise, Friendship.

2. Do you use a private or publicly owned dock facility? (n=178)

37% public 51% private 12% both

3. Is it ever difficult to find dock space for unloading? (n=176)

30% never
22% seldom
26% occasionally
23% often

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4. Do you have enough space to do repair work? (n=177)

63% yes 37% no

4A. If no, how is space inadequate? (n=69)

23% need more dock space
21% need more area to haul out
10% other need a time limit on tie-ups; need room to work on engines; traps and nets; need more facilities; summer boats and people; low tide problems

5. Do conflicts arise between private boats and commercial fishing boats in your harbor? (n=176)

yes 41% no 59%

5A. If yes, please describe: (n=70)

23% inadequate dock space
14% insufficient number of moorings
14% other private boats travel too fast in harbor and channel, they don't show common courtesies, too many moorings.

6. Do conflicts arise between commercial charter boats and commercial fishing boats? (n=170)

yes 14% no 86%

6A. If yes, please describe:

12% inadequate dock space
1% insufficient number of moorings
4% other charters cut off trap lines, don't show common courtesies.

7. Would you like to receive a copy of the survey results? (n=178)

87% yes Name _____
13% no Address _____

Coastal Access Questionnaire

Survey of Town Officials

(n=113)

- a. What town do you work for? n=101
- b. What is your position? (optional) 18% Conservation Comm.
(n=79) ~~65% Planning Board~~

Beach Activities -

1. Does your town have a beach used by the townspeople? (n=104)
yes 63% no 37%
- 1A. If yes, who owns it? (n=68)
28% state or federal
63% town
38% privately owned but leased to the town
38% privately owned
6% don't know
2. Are there problems getting to or using the beach areas? (n=79)
yes 53% no 47% (See figure five)
- 2A. If yes, what are the problems? (n=49)
43% private owners don't like public use of their beach
16% water is dirty or polluted
59% not enough parking
8% beaches are too far away
16% beach is frequented by undesirables
45% facilities (toilets, trash) are inadequate
27% other specific town problems

3. Is overcrowding a problem at your beach area? (n=78) (See figure five)

yes 27% no 73%

- 3A. If yes, how often?

3% continually12% often19% only on occasion

4. Do conflicts arise between people using the beach for different purposes? (n=74)
yes 28% no 72%

- 4A. If yes, what are the conflicts?

23 answersrowdiness and vandalism,conflicts with private landowners

- 4B. How often do these conflicts arise? (n=25)

12% continually24% often64% only on occasion

5. Does your town need more beaches? yes 54% no 46% (n=80)

Boating -

1. Does your town have a place(s) to launch a boat? yes 84% no 16%
(n=103)

1A. If yes, who owns it? (n=87)

23% state

62% town

1% town, leased to private

16% private

2. Do you feel the public boat ramps and launching sites meet boating needs in your area? yes 47% no 53% (n=102)
(See figure six)

2A. If no, what is the problem? (n=59)

21% not enough parking

7% site locations are too far apart

19% sites are in need of renovation or new launch facilities

24% sites are not usable through the full tide cycle

22% plenty of private sites exist but not enough sites are available to the general public - need more public sites

2% sites cost too much to use

13% other _____

3. Are boat docks available in your town? yes 64% no 36% (n=97)

3A. If yes, are they public 35% or private 30% ? both 35%
(n=63)

4. Do conflicts arise at launching sites and in the harbor between boats? yes 28% no 72% (n=83) (See figure seven)

(continued on next page)

4A. If yes, please describe the conflict (n=27)

37% bottlenecks while putting in & taking out

41% dock space monopolized by _____

33% moorings

52% competition for space between private and commercial boats

4% traffic jams in the harbor

- scuba diving

- water skiers

44% parking

19% other _____

5. Are more facilities needed? yes 65% no 35% (n=89)

5A. If yes, where?

	<u>Town</u>	<u>Location</u>
Docks	<u>23%</u> n=26	<u>n=21</u>
Marinas	<u>12%</u> n=13	<u>n=11</u>
Boat Access Ramps	<u>35%</u> n=39	<u>n=33</u>
Moorings	<u>17%</u> n=19	<u>n=15</u>

(See figure eight)

Fishing -

1. Are there good surf casting areas in your town? yes 27% no 73%
(n=97)
2. Do people have problems getting to the beaches where they like to fish? - yes 33% no 67% (n=58) (See figure nine)

2A. If yes, what kinds of problems are encountered?

n=21

privately owned land, posting, parking

3. Is publicly owned upland commonly crossed to reach any usual fishing spots? (n=82)

13% often
28% sometimes
17% never
41% don't know

4. Is privately owned upland commonly crossed to reach any usual fishing spots? (n=88)

40% often
22% sometimes
11% never
27% don't know

(continued on next page)

4A. If the land crossed is privately owned (check as many as apply to the land crossed):: (n=52)

8% townspeople have a formal agreement with the landowner
77% townspeople don't have a formal agreement but the landowner
35% knows and doesn't try to stop townspeople
29% the landowner doesn't know the land is crossed
 the landowner has tried to stop individuals from crossing

5. To your knowledge, how long has this land(s) been crossed for the purpose of sport fishing? (check as many as apply) (n=49)

6% less than 10 years
20% 10 to 25 years
12% it was crossed by your father's generation
2% it was crossed by your grandfather's generation
69% it's been crossed as long as anyone can remember

6. Do fishermen have conflicts with others who would like to use the surf casting area (i.e., beach, pier, etc.) for other purposes?
(n=61) (See figure nine)
yes 11% no 89%

6A. If yes, please briefly describe any conflicts.

n=7

7. Is fishing allowed off the docks in town? yes 79% no 21%
(n=63)

Waterfowl Hunting -

1. Are there areas in your town popular for waterfowl hunting? (n=97)
 yes 72% no 28%
2. Do people commonly experience problems in reaching the coastal area
 where they would like to hunt? yes 20% no 80% (n=79) (See figure ten)
- 2A. If yes, what kind of problems do they encounter?
 n=77
posting, lack of parking and access ramps

3. Is publicly owned upland commonly crossed to reach any usual hunting spots? (n=77)
10% often
30% sometimes
23% never
36% don't know
4. Is privately owned upland commonly crossed to reach any usual hunting spots? (n=79)
41% often
33% sometimes
1% never
25% don't know

(continued on next page)

- 4A. If the land crossed is privately owned (check as many as apply to the lands crossed):
7% townspeople have a formal agreement with the landowner
58% townspeople don't have a formal agreement but the landowner knows and doesn't try to stop the hunters
38% the landowner doesn't know the land is crossed
23% the landowner has tried to stop the hunters from crossing
5. To your knowledge, how long has this land(s) been crossed for the purpose of hunting? (check as many as apply) (n=50)
2% less than 10 years
8% 10 to 25 years
14% it was crossed by your father's generation
8% it was crossed by your grandfather's generation
86% it's been crossed as long as anyone can remember

General -

1. Have other problems, not previously mentioned, arisen in your town caused by conflicting uses of the same coastal area, public or private? yes 28% no 72% (n=74)
- 1A. If yes, what are the conflicts?
 n=24
clambers and wonners, development, new landowners

2. How many municipal rights-of-way to the ocean are you aware that your town owns now? (n=60)

80% 1 - 4

20% 5 - 10

3. Do many people in your town commonly cross private land to get to the ocean? yes 54% no 46% (n=93)

4. Do townspeople access to the shore across land whose ownership is uncertain or in dispute? yes 32% no 68% (n=78)

5. Is it more difficult now to get to coastal areas than it was in the past? yes 60% no 40% (n=94)

- 5A. If yes, why? (n=60)

48% increased posting

40% long time landowners changing their minds about the public using their land

83% new landowners not allowing the public to use their land

40% subdivisions and other commercial developments

15% other more demand, abandonments of town landings and rights-of-way, summer people

- 5B. Do you think this may be a continuing or growing trend? (n=69)

yes 87% no 13%

6. Is there an area(s) in your town where people used to go but is no longer available to them? yes 54% no 46% (n=74)

-continued on next page-

- 6A. Can you give specific examples of loss of access?

n=38

7. In general, do you feel government needs to obtain more public rights-of-way to the water? (n=98)

yes 78% no 22%

- 7A. If yes, what level of government should? (n=81)

6% state

22% town

72% both

8. Are there areas in your town where people would go if access was available? yes 87% no 13% (n=82)

9. Would you like to receive a copy of the Public Access Handbook recently completed by the Legal Division of MMA? It is a "guide to local officials involved in the process of creating new public rights of access or of determining the extent of existing rights." (n=104)
- yes 91% no 9%

10. Would you like to receive a copy of the survey results? (n=108)

90% yes

Name

10% no

Address